Los Angeles County
Metropolitan Transportation Authority

Link Union Station

DRAFT – Community Impact Assessment

January 2019

Metro

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CONTENTS

FIGURES

TABLES

ACRONYMS

ADSP	Alameda District Specific Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIA	community impact assessment
DHHS	Department of Health and Human Services
EIR	Environmental impact report
HACLA	Housing Authority of the City of Los Angeles
HSR	High-Speed Rail
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LASD	Los Angeles County Sheriff's Department
LAUS	Los Angeles Union Station
LAUSD	Los Angeles Unified School District
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
project	Link Union Station Project
RIO	River Improvement Overlay
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
TMP	Traffic Management Plan
U.S.	United States
U.S. EPA	United States Environmental Protection Agency

ES.0 Executive Summary

This community impact assessment (CIA) includes an evaluation of the potential impacts of the proposed project and build alternative on the communities and neighborhoods within the project study area and socioeconomic planning area. This CIA was prepared using the California Department of Transportation (Caltrans) Standard Environmental Reference, Environmental Handbook, Volume 4 – Community Impact Assessment (Caltrans 2011) as a guide and includes a focused evaluation of the topics in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. In particular, this CIA addresses the following topics:

- Consistency with applicable plans, policies, and programs
- Parks and recreational facilities
- Farmland/timberland resources
- Community character and cohesion
- Division of established communities
- Community facilities and public services
- Utilities and communications
- Growth-related impacts

Based on the evaluation in this CIA, the proposed project and build alternative would result in potential impacts related to public services during construction, as well as consistency with applicable plans, policies, and regulations. Implementation of Mitigation Measure TR-1 would reduce the public services impacts associated with emergency response times to a level less than significant. Mitigation Measure LU-1 would reduce impacts associated with conflicts with existing plans to a level less than significant. The proposed project and build alternative would result in several beneficial impacts to the local community, such as improved economic conditions, transit access, regional mobility, and improved air quality.

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project (project) to transform Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region.

1.1 Project Location and Study Area

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Figure 1-1depicts the regional location and general vicinity of LAUS.

Figure 1-2 depicts the project study area, which encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- Segment 1: Throat Segment – This segment, known as the LAUS throat, includes the area north of the platforms, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- Segment 2: Concourse Segment – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- Segment 3: Run-Through Segment – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to Control Point Olympic, and the "Amtrak Lead Track" connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

1.2 Proposed Project Overview

The proposed project components are summarized north to south below.

- Throat and Elevated Rail Yard – The proposed project includes subgrade and structural improvements in Segment 1 of the project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The proposed project includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned High-Speed Rail (HSR) system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms with individualized canopies would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point Chavez, the proposed project also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- Above-Grade Passenger Concourse with New Expanded Passageway – The proposed project includes an above-grade passenger concourse with new expanded passageway in Segment 2 of the project study area (concourse segment). The above-grade passenger concourse with new expanded passageway would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act accessibility at LAUS. The elevated portion of the above-grade passenger concourse would be located above the rail yard, approximately 90 feet above the existing grade with new plazas east and west of the elevated rail yard (East and West Plazas). The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options. Amtrak ticketing and baggage check-in services would occur at two locations at the east and west ends of LAUS, and new carousels would be constructed within the new expanded passageway. The above-grade passenger concourse includes a canopy over the West Plaza up to 70 feet in height, with individual canopies that would extend up to 25 feet over each platform. New vertical circulation elements would also be constructed throughout the concourse to enhance passenger movements

throughout LAUS while meeting Americans with Disabilities Act and National Fire Protection Association platform egress code requirements.

- Run-Through Tracks – The proposed project includes up to 10 new run-through tracks (including a new loop track) south of LAUS in Segment 3 of the project study area (run-through segment). The run-through tracks would facilitate connections for regional/intercity rail trains and HSR trains from LAUS to the main line tracks on the west bank of the Los Angeles River. A "common" viaduct/deck over US-101 and embankment south of US-101, from Vignes Street to Center Street, would be constructed wide enough to support regional/intercity rail run-through service, and future run-through service for the planned HSR system.

The proposed project would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

1.3 Build Alternative Overview

The primary differences between the proposed project and the build alternative are related to the lead tracks north of LAUS and the new passenger concourse. Compared to the proposed project, the build alternative includes the following:

- Dedicated Lead Tracks North of LAUS – The build alternative includes reconstruction of the throat, with two new lead tracks that would be located outside of the existing railroad ROW, facilitating a dedicated track alignment, with a total of seven lead tracks. Reconfiguration of Bolero Lane and Leroy Street would also be required.
- At-Grade Passenger Concourse – The build alternative includes an at-grade passenger concourse below the rail yard.

All other infrastructure elements are similar to the proposed project. The components of the build alternative are described north to south below.

- Throat and Elevated Rail Yard – The build alternative accommodates future HSR trains on dedicated lead tracks in the throat segment. The build alternative includes the addition of two new lead tracks for a total of seven lead tracks in the throat segment (with future HSR trains and some express/intercity services using the two western dedicated lead tracks and most regional/intercity trains using the five eastern lead tracks). The rail yard would be elevated approximately 15 feet. New passenger platforms with a grand canopy covering the elevated rail yard would be constructed, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the

planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed under the build alternative. North of Control Point Chavez, the build alternative also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.

- At-Grade Passenger Concourse – The build alternative includes a new at-grade passenger concourse that would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The at-grade passenger concourse would also create an opportunity for an outdoor, community-oriented space and enhanced Americans with Disabilities Act accessibility. The at-grade passenger concourse would be constructed below the elevated rail yard. Amtrak ticketing and baggage check-in services would occur at a centralized location where new carousels would be constructed at the concourse level. The at-grade passenger concourse also includes new plazas east and west of the elevated rail yard (East and West Plazas), and a grand canopy that would extend up to 70 feet above the elevated rail yard and West Plaza. New vertical circulation elements would also be constructed throughout the concourse to enhance passenger movements throughout LAUS while meeting Americans with Disabilities Act and National Fire Protection Association platform egress code requirements.
- Run-Through Tracks – The build alternative includes up to 10 new run-through tracks (including a new loop track) in the run-through segment. All infrastructure south of LAUS is the same as described above for the proposed project.

The build alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

Figure 1-1. Project Location and Regional Vicinity

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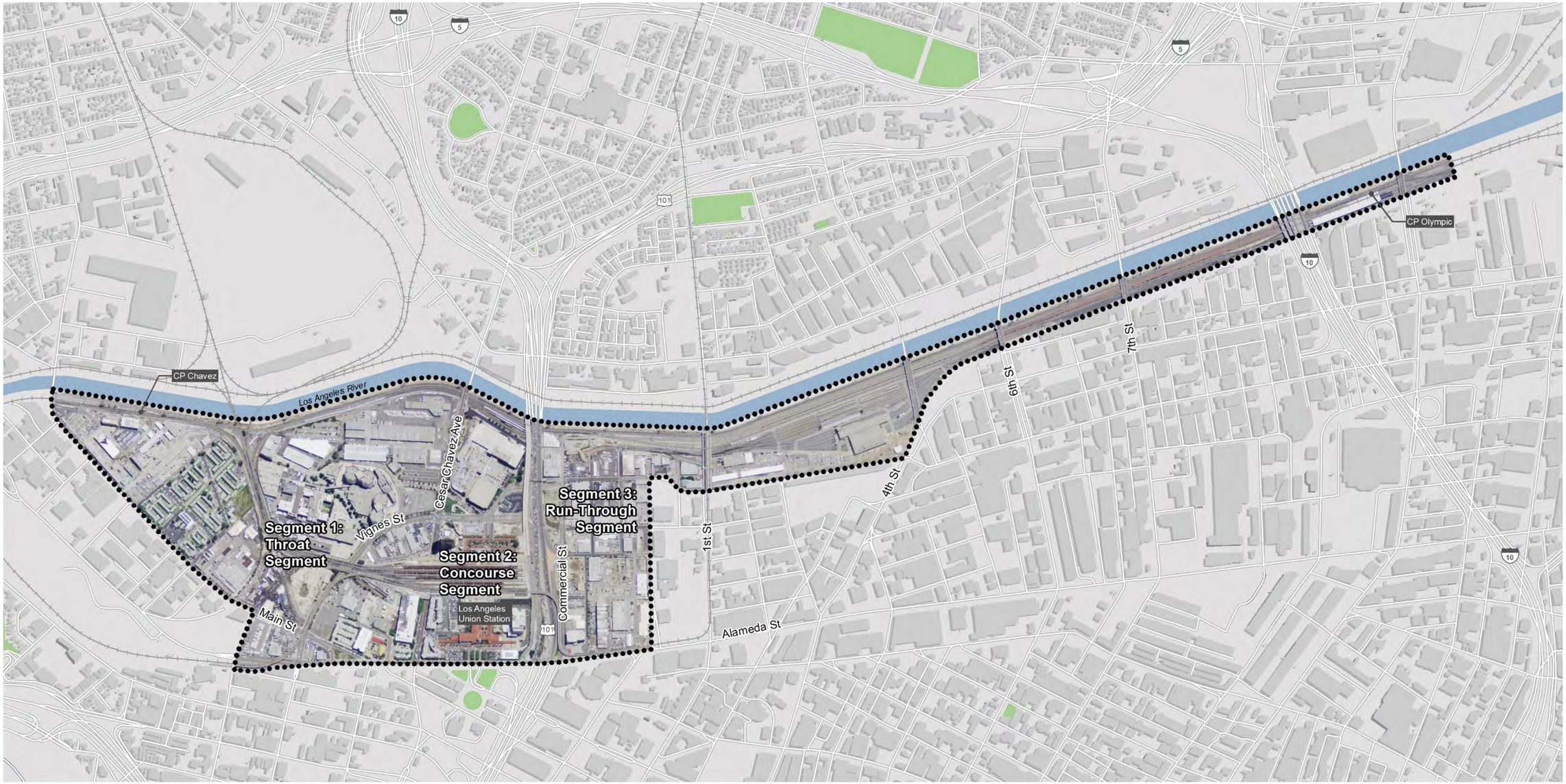
Figure 1-2. Project Study Area



LEGEND

Project Study Area

0 Feet 1,000

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2.0 Methodology

The existing conditions were characterized by reviewing the City of Los Angeles General Plan (City of Los Angeles, Department of City Planning 1995) and applicable census data to identify land use, population and demographics, income, housing, community facilities, and non-motorized circulation and access (pedestrian and bicycle) conditions.

The evaluation of the project and build alternative's potential impacts on the communities and neighborhoods within the project study area and socioeconomic planning area was conducted by using the Caltrans Standard Environmental Reference, Environmental Handbook, Volume 4 – Community Impact Assessment (Caltrans 2011) as a guide and preparing a focused evaluation of the topics in Appendix G of the CEQA Guidelines, and other associated issue areas, that could support the environmental impact evaluation contained in the EIR. In particular, this CIA addresses the following topics:

- Land use and planning
    - Consistency with applicable plans, policies, and objectives
    - Physical division of established communities
- Community character and cohesion
- Community facilities and services
- Induced population growth

2.1 Terminology

The following terms are used in this assessment:

Direct impacts: These impacts would be caused by direct physical impacts associated with the proposed project and build alternative and would occur in the interim condition, full build-out condition, and full build-out with HSR condition. For purposes of the technical analysis in this CIA, direct physical impacts on a community include severance, access disruptions, or bisection.

Indirect impacts: These impacts are anticipated to occur later in time or are farther removed in distance from the project footprint but are reasonably foreseeable. Indirect impacts may include induced growth and changes in land use patterns and development, which could result in additional impacts on environmental resources. For purposes of the technical analysis in this CIA, indirect impacts on a community include change in community cohesion, changes in behavioral and perceptual aspects of the community, and a decline in organizational participation levels and use of community facilities within the area.

2.2 Geographic Areas for Analysis

The primary geographic areas considered in this analysis are depicted in Table 2-1 and include the following:

Project study area: The project study area was considered for the analysis of direct impacts on land use, growth, community services, utilities, traffic and transportation, and pedestrian and bicycle facilities. The project study area is the geographic area that encompasses the proposed project and build alternative.

Project footprint: The project footprint extends to the outermost boundary of where temporary work areas (temporary impacts) and permanent infrastructure (permanent impacts) are proposed.

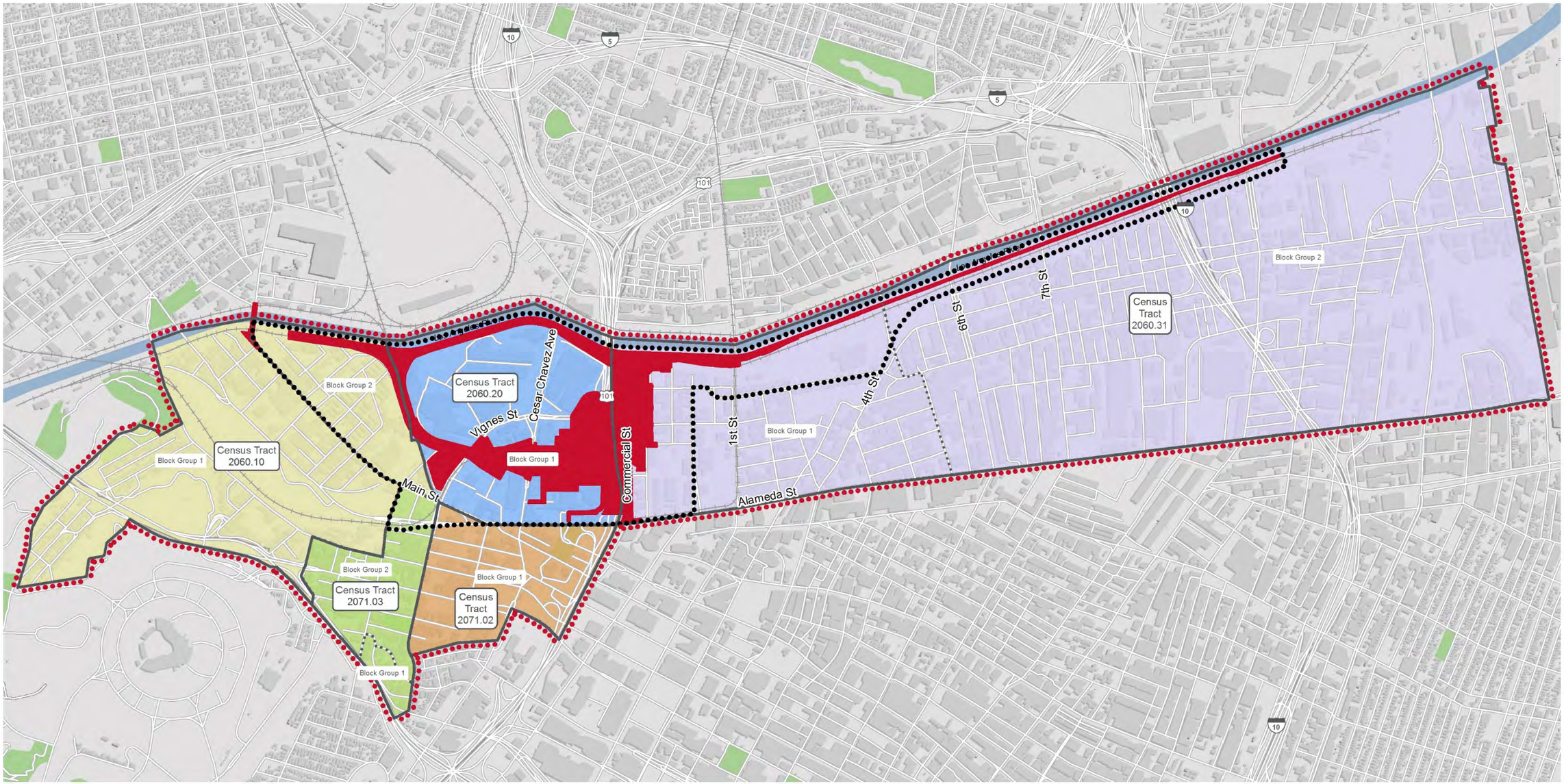
Socioeconomic planning area: The socioeconomic planning area (planning area) is comprised of six census block groups that are traversed by the project study area. This larger planning area is used to identify demographic characteristics and analyze potential indirect land use and growth-related impacts, as well as indirect and direct effects related to community character and cohesion. The planning area for community impacts extends beyond the project footprint to include those communities that would be directly and indirectly impacted by the proposed project and build alternative. The boundaries of the 2014 United States (U.S.) Census tracts were used to define the planning area, as listed in Table 2-1 and depicted on Figure 2-1.

Table 2-1. Census Tracts and Block Groups Within the Planning Area

Census Tract	Block Groups Within Census Tract
Census Tract 2060.10	Block Group 1
	Block Group 2
Census Tract 2060.20	Block Group 1
Census Tract 2060.31	Block Group 1
	Block Group 2
Census Tract 2071.02	Block Group 1
Census Tract 2071.03	Block Group 1
	Block Group 2

Source: United States Census Bureau 2014

Figure 2-1. Project Study Area Census Tracts and Block Groups



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In this CIA, the planning area is compared to a larger surrounding region to gain perspective and identify similarities, differences, and relationships between the two areas. Generally, a regional area is defined as the jurisdiction larger than, and includes, the planning area, although some circumstances may dictate deviations from this standard. For the purpose of this CIA, the regional area is defined by the boundaries of the City of Los Angeles. Geographic information systems data and census for the County of Los Angeles was also collected to serve as a comparison with the City and planning area (Section 2.4).

2.3 Demographic Data

Demographic data for the planning area, City, and County were obtained from the U.S. Census Bureau. Datasets from the 2010-2014 American Community Survey 5-Year Estimates were used (United States Census Bureau 2014). The American Community Survey is a mandatory, ongoing statistical survey that samples a small percentage of the population every year to provide estimates of various community characteristics. The 5-Year estimates include data collected over a 5-year period to provide the most reliable estimates for a community.

In addition, demographic data were obtained for affected census tract block groups, which are subcomponents of census tracts.

2.4 Impact Evaluation

This CIA includes an analysis of several key issues, including:

- Consistency with applicable state, regional, and local plans and programs
- Impacts on park/recreational facilities
- Impacts on farmland/timberland
- Changes in community character or cohesion
- Impacts on community facilities and utilities
- Growth-related impacts
- Mobility and access impacts, including impacts on traffic, and pedestrian/bicycle facilities

The analysis evaluates direct and indirect impacts, including short-term and long-term. If the proposed project or build alternative would result in significant impacts on communities in the planning area, the CIA identifies measures to avoid or minimize project-related impacts, which are additionally carried forward and included in the EIR. Cumulative impacts are addressed directly in the EIR.

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3.0 Public Involvement Process

3.1 Los Angeles County Metropolitan Transportation Authority's Public Participation Plan

Metro's Public Participation Plan guides Metro's outreach efforts to gather public input on possible changes to bus and rail service, as well as new projects in planning and construction, fares, and other programs. Metro's Public Participation Plan provides multiple platforms for communication, providing comfortable, accessible, far-reaching, broadly serving, and individually engaging settings. Based on examples provided in the Public Participation Plan, a comprehensive community outreach, public information, and engagement strategy must be designed for each project to serve all stakeholders, including people with disabilities, limited English proficiency, minority, and low-income populations. Metro also prepared a project-specific Public Outreach Plan and Agency and Public Coordination Plan initiatives for public outreach and with roles, responsibilities, and timelines for agency and public coordination throughout the environmental process.

Public involvement activities for the project would be conducted in accordance with Metro's most recent *Public Participation Plan*, which is intended to meet, as well as exceed, the requirements in Federal Transit Administration Circulars C 4702.1B, regarding responsibilities to limited English Proficient Persons, and Federal Transit Administration Circular C 4703.1, regarding the integration of environmental justice principles into the transportation decision-making process (Metro 2016).

3.2 Public Scoping

Under CEQA, public scoping is required prior to preparation of the environmental document to seek input from agencies, organizations, and the public on potentially impacted resources, environmental issues to be considered, and the lead agencies' planned approach to the analysis.

3.2.1 Public Scoping Meeting

On June 2, 2016, Metro hosted a Public Scoping Meeting and Open House for the project at its headquarters on One Gateway Drive. The Public Scoping Meeting helped notify stakeholders about the public scoping period for the CEQA Notice of Preparation, which was from May 27, 2016, to June 27, 2016. The primary goals of the Public Scoping Meeting and Open House were to educate the public on the project need; outline the project benefits; highlight the project elements, timeline, and next steps; and satisfy scoping requirements and gather public comments per the requirements of CEQA.

Prior to the meeting, public meeting notifications were distributed through several methods. On May 16, 2016, a save-the-date tri-fold mailer (in English, Spanish, and Chinese) was delivered to over 23,000 stakeholders who live or work within a 1-mile radius around LAUS to notify them of the Public Scoping Meeting and Open House. The mailer was also sent to a list of over 200 key project stakeholders, which included agency partners, elected officials, key community organizations, institutions, and businesses. In addition to the mailer, two e-blasts were sent out to the project's e-blast list of approximately

1,800 stakeholders. The first save-the-date e-blast was emailed to stakeholders on May 12, 2016, and the second reminder e-blast was emailed on June 1, 2016. Individual calls were made to the project's top 30 key stakeholders, which included elected officials, business organizations, and community organizations.

Approximately 40 persons attended the Public Scoping Meeting. The meeting was attended by representatives from the Federal Railroad Administration, Metrolink, Caltrans, and the local Chinese Historical Society. Spanish and Chinese translators were present at the meeting to provide interpretive assistance for members of the public.

3.2.2 Summary of Public Concerns and Comments

During the public scoping period, 30 public comments were received through various methods of contact, including an information telephone line, letter, email, and comment cards submitted during the public scoping meeting. Several comments include requests for information and materials in Chinese, Japanese, and Spanish. The primary concerns expressed by the public are shown in Table 3-1 and are related to businesses and historical resources.

Table 3-1. Public Concerns

Type of Public Concern	Details
Businesses	Commenter expressed concerns about impacts on businesses near US-101 where new viaducts would be constructed to accommodate the run-through tracks.
Historical Resources	Commenter expressed concerns about impacts on cultural remains in historic Chinatown and the Mexican-American neighborhood north of Cesar Chavez Avenue.
	Commenter expressed concerns about impacts on the historical significance and structural integrity of the historic Macy Street school building. This building is no longer used as a school.
	Commenter expressed concerns about whether US-101 would be evaluated to determine its eligibility for listing on the National Register of Historic Places.
	Commenter expressed concerns about the extent of the impacts on LAUS, such as the removal and alteration of several platforms.

Notes:
LAUS=Los Angeles Union Station

3.2.3 Summary of Agency Concerns and Comments

A comment letter from the U.S. Environmental Protection Agency (U.S. EPA), dated June 30, 2016, was received and provided information and recommendations relative to this CIA, in particular to the impact evaluation regarding coordination with local planning efforts, as shown in Table 3-2. Although the comments were applicable to the Draft Environmental Impact Statement being prepared by the Federal Railroad Administration, the topics raised in the comment letter are also applicable to the impact evaluation being conducted by Metro in the Draft EIR and are, therefore, included in this CIA.

Table 3-2. United States Environmental Protection Agency Scoping Comments and Recommendations

Type of Community Impact	Comments/Recommendations
Coordination with local planning efforts	*Comment:* In 2014, U.S. EPA's Office of Sustainable Communities supported a sustainable neighborhood assessment involving local government and Global Green USA near the project study area. The assessment used the LEED-ND rating system to evaluate existing conditions and plans for LAUS with a goal of identifying opportunities to augment revitalization of the area. The assessment resulted in recommendations to increase the neighborhood's overall sustainability. Additionally, the Los Angeles Bicycle Plan established bicycle routes and paths near LAUS. These two efforts provide information to support consideration of "last mile" connections, bicycle parking, and other elements in the station area.
	Recommendation: Review the sustainable neighborhood assessment from 2014 and, in the Draft Environmental Impact Statement, identify project elements that complement the action items developed through that assessment. Incorporate applicable action items in community outreach efforts and station area improvements.
	Recommendation: Discuss applicable design elements of the project consistent with the goals and objectives of the Los Angeles Bicycle Plan (City of Los Angeles, Department of City Planning 2011). Examples of how the project would further these action items include the transit benefits offered, the proposed LEED silver rating for the concourse, and enhancements to local active transportation.

Notes:
LAUS=Los Angeles Union Station; LEED=Leadership in Energy and Environmental Design; LEED-ND=Leadership in Energy and Environmental Design for Neighborhood Development; Link US=Link Union Station; U.S. EPA=United States Environmental Protection Agency

3.3 Public Outreach

An extensive public and agency outreach program for the project began prior to the formal scoping period and would continue throughout the environmental clearance process as well as the design and construction phases. The public and agency outreach program includes a variety of formal and informal outreach methods, such as public meetings, key stakeholder and community group briefings, project development team and agency coordination meetings, advertisements, email blasts, mailings, pamphlet distribution, website updates, open houses, pop-up events, and social media engagements. Many meetings were held

with local officials; public, local, and regional organizations; and government agencies. Meetings were also held with representatives of impacted communities within the project study area, including those communities containing predominantly minority and/or low-income populations. For impacted communities with predominantly minority and/or low-income populations, additional outreach activities included advertising meetings in Spanish and Chinese languages, creating project-related materials available in Spanish, Chinese, and Japanese languages, and providing interpreters at public meetings.

Meetings with community leaders were held to identify strategies that would gain the most input at the community level. Through these meetings, the project team received valuable input that was incorporated into the environmental impact evaluation and the overall project design. A full list of meetings is provided in Table 3-3.

Table 3-3. Public Outreach Meetings Summary

Date Held	Stakeholder Name
April 29, 2016	Los Angeles Conservancy
May 23, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar
May 25, 2016	Los Angeles County Board of Supervisors, District 1, Supervisor Hilda Solis
May 26, 2016	City of Los Angeles, Mayor Eric Garcetti
May 27, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo
June 6, 2016	Los Angeles River Artists and Business Association
June 15, 2016 July 12, 2016	Historic Cultural Neighborhood Council (Land Use Committee and Board)
June 14, 2016	Boyle Heights Chamber of Commerce
June 16, 2016	Little Tokyo Business Improvement District
June 16, 2016	Lincoln Heights Neighborhood Council
June 20, 2016	Los Angeles County Sheriff Jim McDonnell
June 21, 2016	Downtown Los Angeles Neighborhood Council
June 22, 2016 July 12, 2016	Los Angeles Area Chamber of Commerce (staff and Transportation and Goods Movement Council)

Table 3-3. Public Outreach Meetings Summary

Date Held	Stakeholder Name
June 28, 2016 August 10, 2016 August 30, 2016	Friends of Los Angeles River
June 28, 2016 August 23, 2016 August 30, 2016	River Los Angeles (formerly Los Angeles River Revitalization Corporation)
June 30, 2016	Los Angeles Historic Core Business Improvement District
June 30, 2016	Los Angeles Latino Chamber of Commerce
July 7, 2016	U.S. Congressional District 34, Congressman Xavier Becerra
July 13, 2016	Downtown Center Business Improvement District
July 14, 2016	El Pueblo de Los Angeles Historical Monument
July 27, 2016	Boyle Heights Neighborhood Council
July 28, 2016	Chinatown Business Improvement District
August 2, 2016	Lincoln Heights Chamber of Commerce
August 3, 2016	California State Assembly District 51, Assembly Member Jimmy Gomez
August 11, 2016	Central City Association
August 12, 2016	Arts District Los Angeles Business Improvement District
August 15, 2016	Arts District Community Council of Los Angeles
September 20, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo
September 21, 2016	Historic Cultural Neighborhood Council, Land Use Committee
September 21, 2016	Little Tokyo Business Association
September 22, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar
October 4, 2016	Lincoln Heights Chamber of Commerce
October 14, 2016	Arts District Los Angeles Business Improvement District

Table 3-3. Public Outreach Meetings Summary

Date Held	Stakeholder Name
November 8, 2016	Boyle Heights Chamber of Commerce
November 10, 2016	Boyle Heights Neighborhood Council, Planning and Land Use Committee
November 15, 2016	Community Update Meeting
November 30, 2016	Boyle Heights Neighborhood Council
December 8, 2016	Council District 14, Councilmember Jose Huizar
January 12, 2017	HACLA
January 12, 2017	William Mead Homes Resident Advisory Committee
April 29, 2017	William Mead Homes Community Listening Workshop
November 2, 2017	LAUS Roundtable Workshop
February 12,2018	HACLA/Los Angeles River Artists and Business Association
May 2, 2018	LAUS Roundtable Workshop
May 24, 2018	City of Los Angeles, Mayor Eric Garcetti, Council District 14, and Los Angeles County Board of Supervisors, District 1
May 30, 2018	HACLA
June 5, 2018 June 21, 2018	William Mead Homes Resident Advisory Committee
July 13, 2018	Los Angeles City Council District 1, Councilmember Gil Cedillo
September 13, 2018 October 24, 2018	Boyle Heights Neighborhood Council, Planning and Land Use Committee
September 14, 2018	Arts District Los Angeles Business Improvement District
October 10, 2018	Metro Westside/Central Los Angeles Service Council
October 22, 2018	El Pueblo de Los Angeles Historical Monument
October 24, 2018	Metro Citizen's Advisory Council

Table 3-3. Public Outreach Meetings Summary

Date Held	Stakeholder Name
November 8, 2018	Metro Accessibility Advisory Board Meeting
November 15, 2018	Chinatown Business Improvement District
November 28, 2018	Los Angeles Area Chamber of Commerce

Notes:
HACLA=Housing Authority of the City of Los Angeles; LAUS=Los Angeles Union Station; U.S.=United States

In addition to project specific outreach efforts, additional outreach was conducted separately for a previous project known as the Los Angeles Union Station Master Plan, which included 17 focus group meetings, 4 community advisory committee meetings, 4 technical advisory committee meetings, 4 community workshops, 2 Metro Board of Directors workshops open to the public, and 3 public Metro Board of Directors meetings (Metro 2015b). The information gathered from these meetings was used to guide the design of the new passenger concourse. Community and stakeholder outreach revealed a number of priorities regarding the development of LAUS, including:

- Accommodating a variety of transit modes
- Creating an iconic place of extraordinary design as a transit hub for Los Angeles County
- Enhancing and protecting the historic station through appropriate repurposing
- Establishing development opportunities that support LAUS' transit role
- Ensuring flexibility to allow the plan to adapt to changes in transit requirements and the needs of multiphase commercial development
- Improving access and connectivity for pedestrians and bicyclists
- Incorporating sustainable best practices into the design of the new passenger concourse

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4.0 Existing Conditions

4.1 Existing and Planned Land Uses

4.1.1 Existing Land Uses

LAUS is located in the northeastern corner of Downtown Los Angeles and is bounded by the El Monte Busway and US-101 to the south, Cesar Chavez Avenue to the north, Vignes Street to the east, and Alameda Street to the west. Existing land uses within the project study area consist of transportation infrastructure (LAUS, railroad tracks, US-101, and I-10), commercial and industrial buildings, residential apartment buildings (e.g., William Mead Homes, Mozaic Apartments, and One Santa Fe Apartments), and government buildings (e.g., Metro Headquarters, U.S. Post Office/Mail Processing Facility, and the Twin Towers Correctional Facility). Overall, the project study area is characterized by a dense downtown urban environment and consists of the following existing land uses within each of the three segments of the project study area:

- *Segment 1: Throat Segment* – The northern portion of the project study area includes the William Mead Homes complex adjacent to the railroad ROW, as well as a mix of government and public facilities and industrial and manufacturing uses.
- *Segment 2: Concourse Segment* – The center portion of the project study area primarily consists of the LAUS campus and associated rail/transit facilities, Metro Headquarters, U.S. Post Office/Mail Processing Facility, and the Twin Towers Correctional Facility. The Mozaic Apartment Complex is also located adjacent to LAUS.
- *Segment 3: Run-Though Segment* – The southern portion of the project study area is mostly occupied by commercial and industrial buildings (warehouses and refrigerated storage facilities). This segment includes the Commercial Street/Ducommun Street corridor (Alameda to Center Streets), the BNSF West Bank Yard, Keller Yard, main line tracks that extend along the west bank of the Los Angeles River and the One Santa Fe Apartments.

4.1.2 Downtown Communities

The project is located in the northeastern corner of Downtown Los Angeles, the central business district of the City, which also includes a diverse residential neighborhood of approximately 50,000 people (Downtown Center Business Improvement District 2015, 2016). Downtown Los Angeles is composed of multiple neighborhood communities, commonly also referred to as districts (Figure 2-1), that are contained within larger community planning areas (Figure 4-2). As depicted on Figure 4-1, portions of the project study area are within the Northern Industrial, Arts, and Southern Industrial Districts. Portions of the El Pueblo and Chinatown Districts are adjacent to the project study area. A summary of these communities is provided below.

- Northern Industrial District – The northern portion of the project study area in Segment 1 is within the Northern Industrial District, also referred to as the Mission Junction neighborhood. Mission Junction is adjacent to and west of the Los Angeles River. The Northern Industrial District includes the William Mead Homes operated by the Housing Authority of the City of Los Angeles (HACLA). In Segment 2, the Mozaic Apartments and several government buildings, including the Twin Towers Correctional Facility operated by the Los Angeles County Sheriff's Department (LASD), are located within the Northern Industrial District.
- Arts District – The southern portion of the project study area in Segment 3 includes the Arts District, formerly an industrial area transformed into an artist community in the mid-1970s.
- Southern Industrial District – The southernmost portion of the project study area in Segment 3 is located within the Southern Industrial District. This area contains light industrial and warehouse uses.
- El Pueblo District – The project study area in Segment 2 is adjacent to the El Pueblo District. The El Pueblo District includes Olvera Street and the El Pueblo de Los Angeles Historical Monument. Olvera Street contains several of Los Angeles' oldest historic buildings along with dozens of craft shops, restaurants, and other businesses. El Pueblo de Los Angeles Historical Monument (also known as Los Angeles Plaza Historic District and formerly known as El Pueblo de Los Angeles State Historic Park) is a historic district occupying approximately 44 acres in the oldest section of Los Angeles (City of Los Angeles 2016a).
- Chinatown District – The western portion of the project study area is adjacent to the Chinatown District. This district was the commercial center for Chinese and other Asian businesses starting circa 1938 and is currently occupied by restaurants, shops, businesses, and residential neighborhoods. The Chinatown District also contains the area previously known as the Naud Junction, located in the northwestern portion of the project study area (at Main Street and Alameda Street), and occupied by commercial and industrial buildings.

Other neighborhoods near LAUS include Skid Row, approximately 0.5 mile southwest of the project study area, which includes a large population (approximately 3,000 to 6,000) of homeless people; the Elysian Park neighborhood and Chavez Ravine, approximately 0.7 mile north near Elysian Park and Dodger Stadium; and Lincoln Heights, Boyle Heights, and Aliso Village, east of the Los Angeles River. The western portion of the project study area is also adjacent to Little Tokyo, which was founded around the beginning of the twentieth century. The area is primarily developed with commercial, cultural, and religious uses, although some residential construction is taking place in the area. The southwestern portion of the project study area is adjacent to the Warehouse District, which is mostly occupied by warehouses and refrigerated storage facilities.

4.1.3 Community Plans and Specific Plans

As depicted on Figure 4-2, portions of the project study area are within the Central City North Community Plan (City of Los Angeles, Department of City Planning 2000), the Alameda District Specific Plan (ADSP), and Cornfield/Arroyo Seco Specific Plan. A brief discussion of the guiding principles of these plans is provided below.

- The Central City North Community Plan promotes the vision of preserving existing residential neighborhoods while providing a variety of compatible new housing, improving the function and economic vitality of commercial corridors, preserving and enhancing existing uses that provide the foundation for community identity, maximizing development opportunities for future transit systems while minimizing any adverse impacts, and fostering commercial and industrial development to provide needed jobs and improve economic and physical conditions.
- LAUS, a Metro-owned 47-acre parcel that includes a historic passenger terminal building, rail yards, and platforms, is located in the central portion of the project study area. LAUS is in the boundary of the City's ADSP area, which has a purpose to encourage continued and expanded development of LAUS as a major transit hub for the region.
- The northernmost portion of the project study area (north of Alhambra Avenue) is located within the Cornfield/Arroyo Seco Specific Plan area, which has the purpose of converting the plan area into a compact, livable, walkable mixed-use, public transit-focused neighborhood. The William Mead Homes, operated by HACLA, is located within this portion of the project study area.

4.1.4 General Plan Land Use and Zoning Designations

Figure 4-3 depicts the current land use designations in the project study area, per the City's General Plan Land Use Map. The majority of the General Plan land use designations within the project study area include Hybrid Industrial, Public Facilities, Regional Center Commercial, and Heavy Manufacturing, with pockets of Commercial Manufacturing and Regional Commercial land use designations.

Figure 4-4 depicts the current zoning designations in the project study area. In Segment 1, north of LAUS and outside of the boundaries of the ADSP, properties are primarily zoned as Urban Village, Urban Innovation, and Urban Center under the Commercial and Artcraft District with pockets of Heavy Industrial

zoned property. In Segment 2, properties are primarily zoned as Public Facilities and ADSP, with pockets of Heavy Industrial zoned property. South of US-101, in Segment 3, properties are primarily zoned as Public Facilities and Heavy Industrial, with pockets of Commercial and Commercial Manufacturing zoned property.

Figure 4-1. Downtown Los Angeles Communities

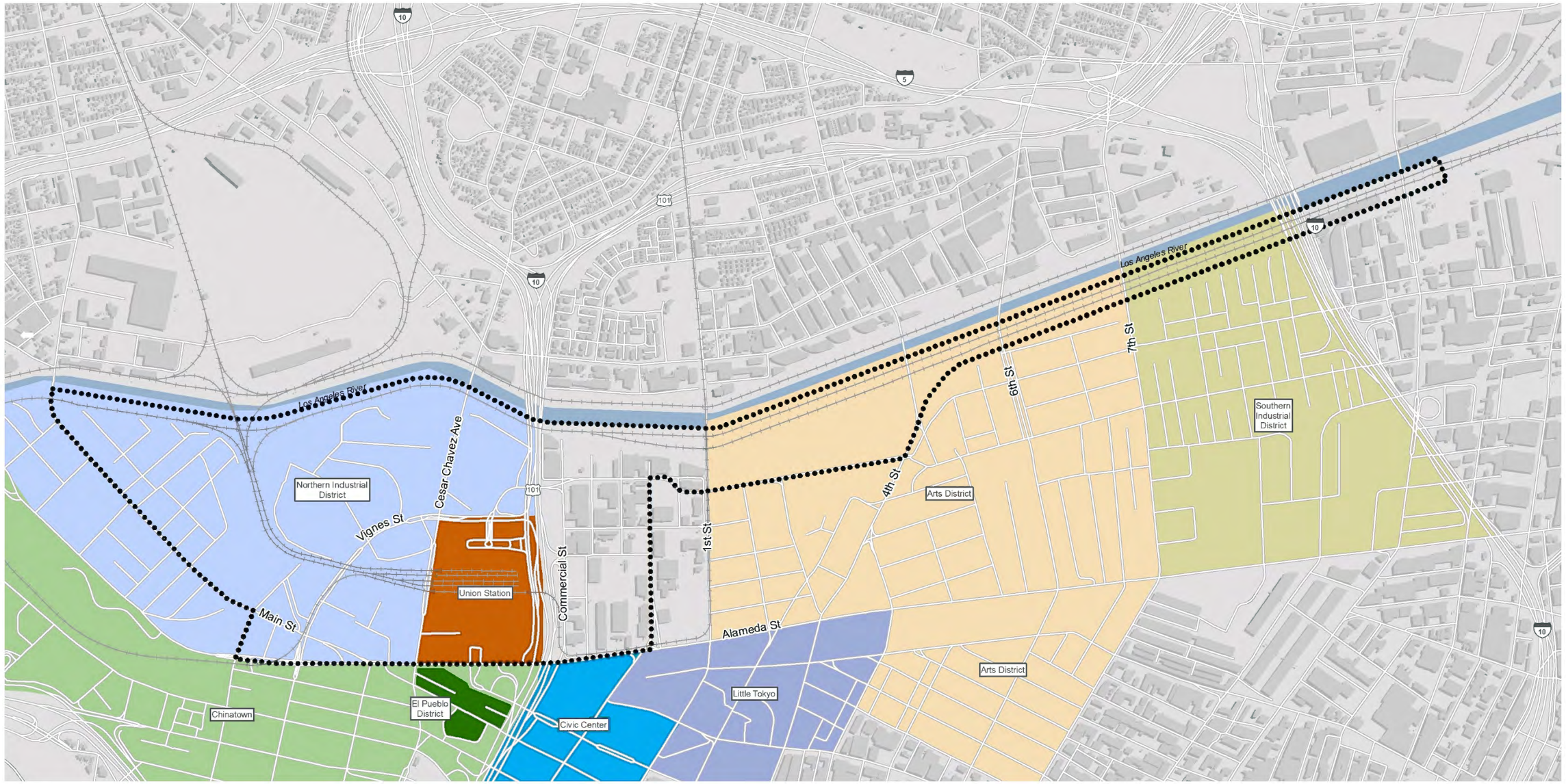

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Figure 4-2. Community Plans and Specific Plans

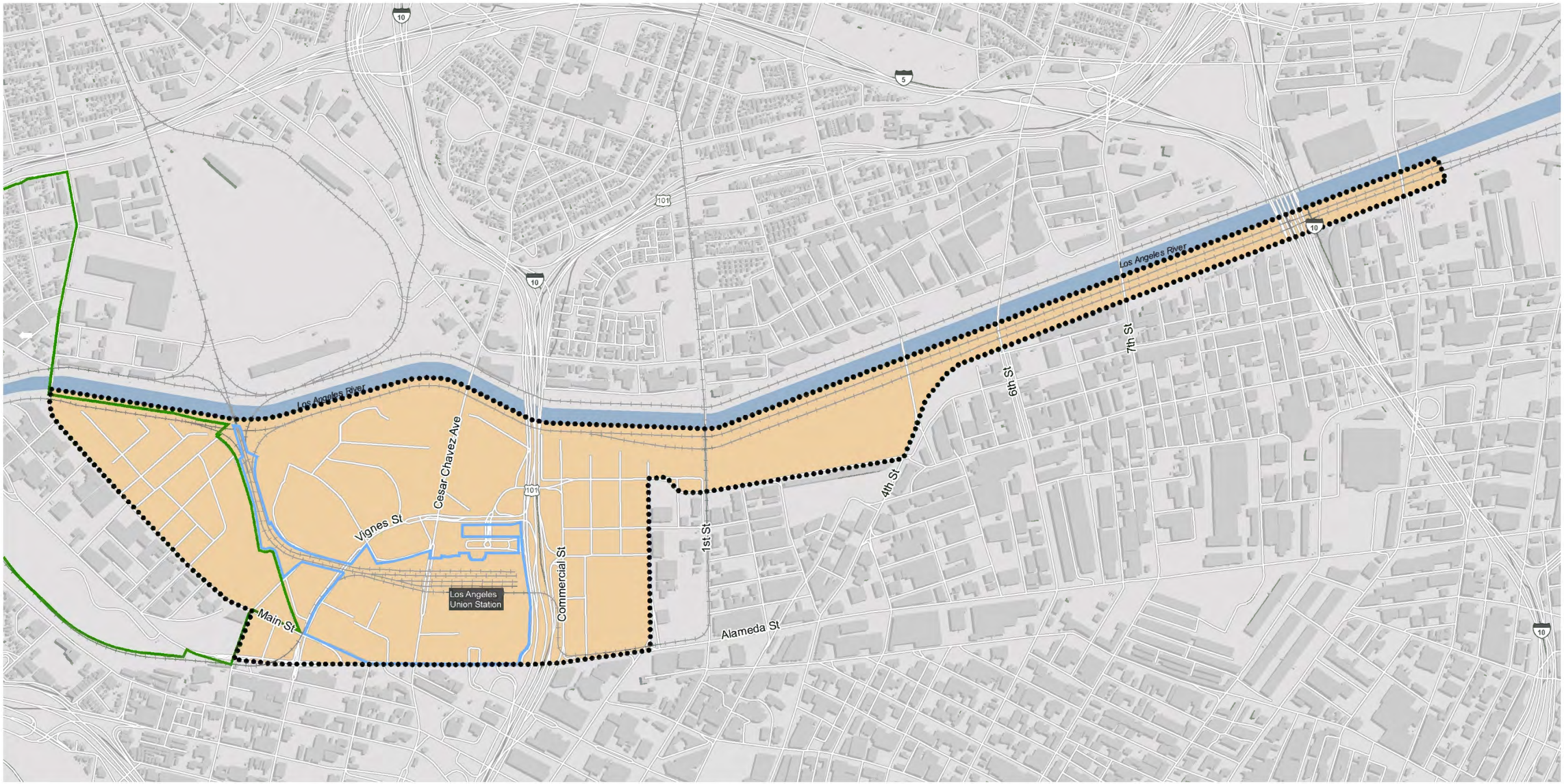

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Figure 4-3. Existing General Plan Land Use Designations

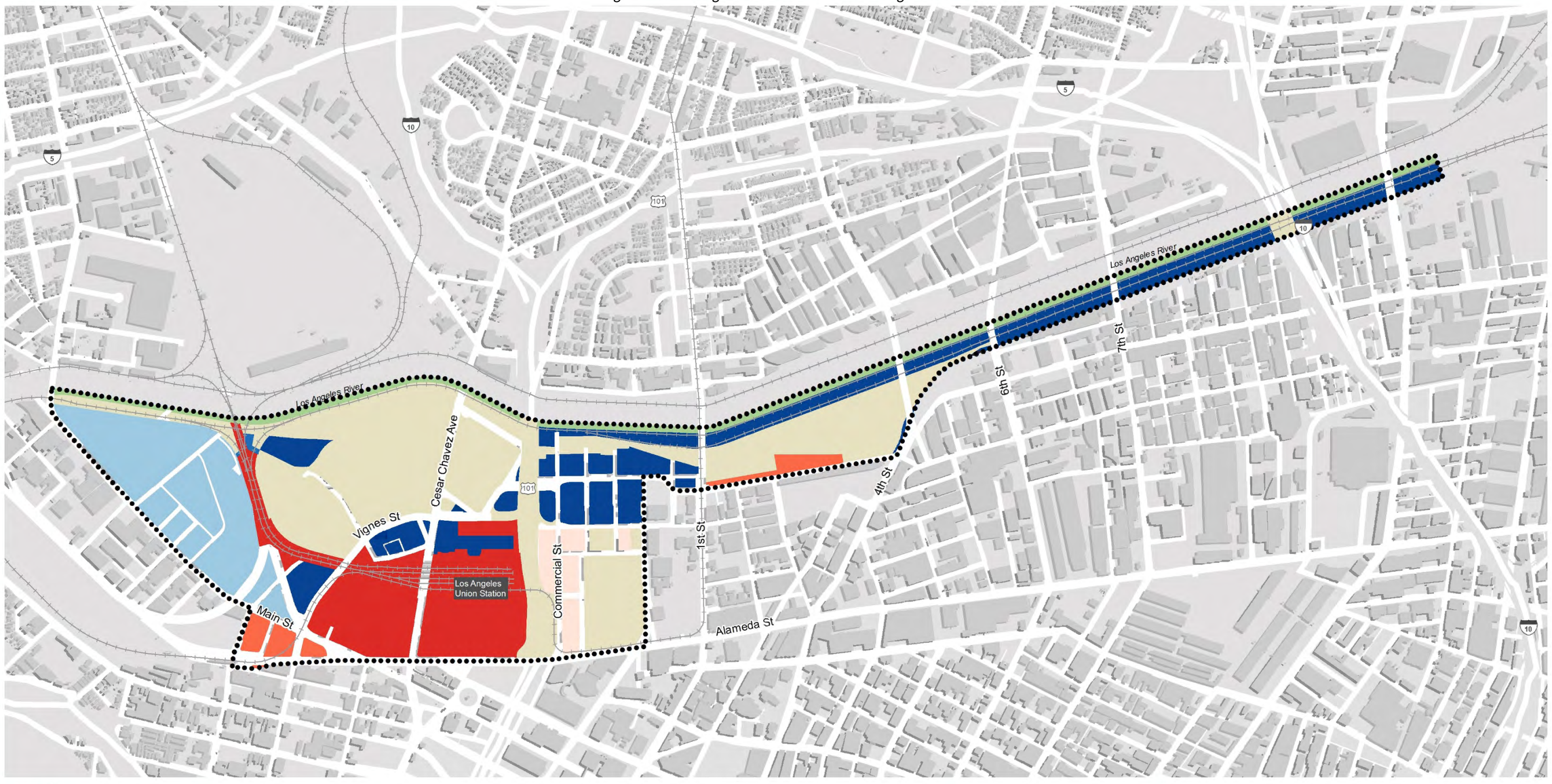

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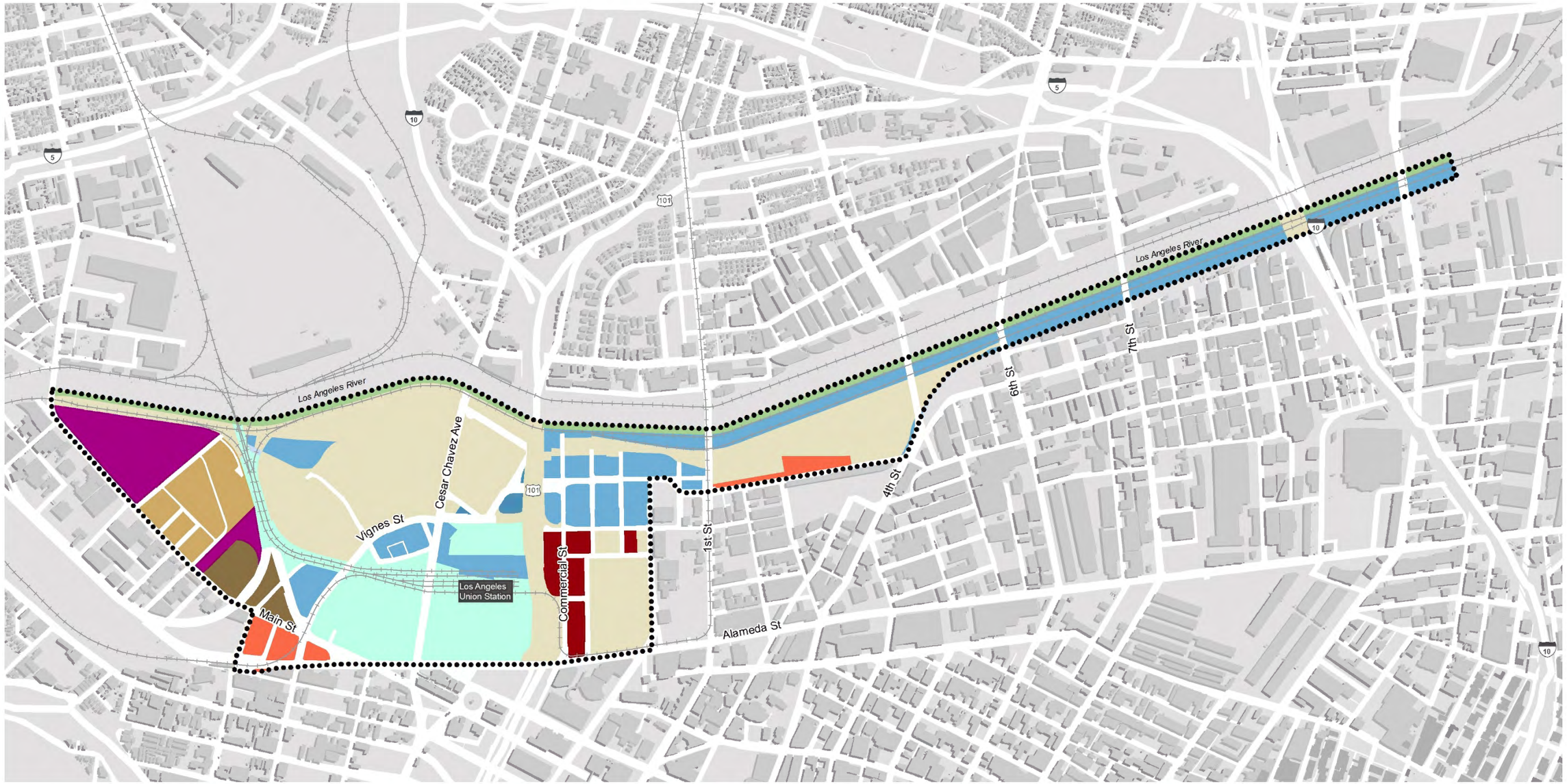
Figure 4-4. Existing Zoning Designations



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4.2 Park and Recreational Facilities

The City's parks system includes more than 16,000 acres of parkland, offering recreational, social, and cultural programs at 444 park sites in the City's neighborhoods. There are no parks in the project study area, but there are several parks within a 0.5-mile buffer of the project study area, as depicted on Figure 4-5 and summarized in Table 4-1. William Mead Homes includes several communal recreational facilities on site, including a handball/racquetball facility and a baseball field; however, the facilities are closed to the general public and are only accessible to William Mead Homes residents. As part of the Los Angeles River Revitalization Master Plan and Los Angeles River Path Project, a river trail is planned along the western bank of the Los Angeles River.

4.3 Community Facilities and Public Services

Community services and facilities are an important aspect of neighborhood identity. Schools, hospitals, and emergency services can be critical resources for the community. Occasionally, transportation projects may impact (both negatively and positively) community services, thus impacting the character and cohesion of a community, either temporarily or permanently. Community facilities typically include public or publicly funded schools, childcare centers, health care facilities, libraries, places of worship, and parks and recreation centers. Public services typically consist of police protection, fire protection, and emergency service providers. Community facilities and public services within or near the project study area are depicted on Figure 4-5 and summarized in Table 4-2. Additional information on community facilities and public services is also provided in the sections below.

4.3.1 Schools and Daycare Centers

As depicted on Figure 4-5, there is one public school (Ann Street Elementary School) located within the project study area.

Ann Street Elementary School (126 Bloom Street, Los Angeles, California 90012) is managed by the Los Angeles Unified School District (LAUSD) and is adjacent to William Mead Homes in the northern portion of the project study area. Other school facilities in the area include an after-school facility and a secondary education institute. Beyond the Bell (611 Jackson Street, Los Angeles, California 90012) is an after school academic, enrichment, and recreation program run by LAUSD, located in the southern portion of the project study area. The project study area also includes the Southern California Institute of Architecture (960 Third Street, Los Angeles, California 90033), an independent, non-profit school offering undergraduate, graduate, and postgraduate degrees in architecture. The school consists of approximately 500 students and 80 faculty members, some of whom are practicing architects, and is located in the southern portion of the project study area.

There are also two daycare centers in the project study area: the Metro Gateway Child Development Center (One Gateway Plaza, Los Angeles, California 90012) and La Petite Academy Preschool (750 Alameda Street, Los Angeles, California 90012), which both offer infant care through preschool programs.

4.3.2 Medical and Healthcare Facilities

As depicted on Figure 4-5, the City's Medical Services office is located in the project study area and provides correctional care (medical clinics operating within City jails), occupational health, and psychological services. Occupational health and psychological services are also available to City employees and departments at the medical services office. There are no hospitals, clinics, or other medical facilities (e.g., other counseling facilities, senior care homes or rehabilitation centers, or drug and alcohol rehabilitation centers) within the project study area. However, White Memorial Medical Center (1720 Cesar Chavez Avenue, Los Angeles, California 90033) and Pacific Alliance Medical Center (531 College Street, Los Angeles, California 90012) are located 0.6 mile and 0.2 mile from the project study area, respectively. Both medical centers offer medical services and community programs that serve the project study area and planning area.

4.3.3 Police Protection

Police protection services in the project study area are provided by the City of Los Angeles Police Department. There are no police stations in the project study area. The nearest police station is the Central Community Police Station (251 Sixth Street, Los Angeles, California 90014), approximately 0.5 mile west of the project study area. As depicted on Figure 4-5, a LASD office is located in the project study area east of LAUS. LASD provides general law enforcement services to Metro, 40 contract cities, 90 unincorporated communities, 216 facilities/hospitals/clinics throughout Los Angeles County, 9 community colleges, and 47 Superior Courts of California in Los Angeles County (LASD 2010).

4.3.4 Fire Protection

Fire protection services in the project study area are provided by the City of Los Angeles Fire Department. As depicted on Figure 4-5, there is one fire station, City of Los Angeles Fire Department Fire Station 4, located in the project study area (450 Temple Street, Los Angeles, California 90012) in the Little Tokyo/Olvera Street/Chinatown community.

From January to June 2016, the average City of Los Angeles Fire Department response times were 1 minute, 2 seconds for average call processing; 1 minute, 5 seconds for average turnout time (i.e., the time from station-acknowledged notification of the emergency until the time the response apparatus leaves the station); and 4 minutes, 17 seconds for average travel time for incidents involving emergency medical services, and 4 minutes, 15 seconds average travel time for non-emergency medical services incidents (Los Angeles Fire Department 2016). The National Fire Protection Association has established national performance standards for response times, which is 1 minute 20 seconds for turn out and 4 minutes for travel time (National Fire Protection Association 2009).

Table 4-1. Park and Recreational Facilities

Name	Description
City Hall Park Center	City Hall Park Center is located at 200 Main Street in Los Angeles, approximately 0.31 mile west of the project study area. The park is approximately 1.65 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. City Hall Park Center is accessible from Main Street, First Street, and Spring Street.
Grand Park	Grand Park is located at 200 Grand Avenue in Los Angeles, approximately 0.32 mile west of the project study area. The park is approximately 8 acres and is owned by Los Angeles County. The Los Angeles Music Center has a contract to operate Grand Park until mid-2017. Grand Park is accessible from Grand Avenue and Hill Street.
Fort Moore Pioneer Memorial Park	Fort Moore Pioneer Memorial Park is located at 430 Hill Street in Los Angeles, approximately 0.25 mile west of the project study area. The park is approximately 1 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is adjacent to the Ramon C. Corines School of Visual Arts and is accessible from Hill Street.
Los Angeles Plaza Park	Los Angeles Plaza Park, also known as Father Serra Park, is located at 125 Paseo De La Plaza in Los Angeles, approximately 50 feet west of the project study area. The park is approximately 1 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Los Angeles Plaza Park is accessible from Los Angeles Street or Main Street.
Ord and Yale Street Park	Ord and Yale Street Park, also called the Alpine Recreation Center Expansion Project or Vertical Park Project, is an approximately 1-acre future planned park, approximately 0.27 mile west of the project study area. The future planned park site is owned by the City of Los Angeles Department of Recreation and Parks. Ord and Yale Street Park is anticipated to be accessible from Cleveland Street.
Alpine Recreation Center	Alpine recreation center is located at 817 Yale Street in Los Angeles, approximately 0.4 mile northwest of the project study area. The recreation center is owned and operated by the City of Los Angeles Department of Recreation and Parks. Alpine Recreation Center is accessible from Cleveland Street.
Elysian Park	Elysian Park is located at 835 Academy Road in Los Angeles, approximately 0.38 mile north of the project study area. The park is the second largest park in Los Angeles at 600 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Elysian Park is accessible from Solano Canyon Drive.
Los Angeles State Historic Park	Los Angeles State Historic Park is located at 1245 Spring Street in Los Angeles, approximately 0.22 mile northwest of the project study area. The park is approximately 32 acres and is owned and operated by the California Department of Parks and Recreation. Los Angeles State Historic Park is accessible from Spring Street.
Downey Recreation Center	Downey Recreation Center is located at 1772 Springs Street in Los Angeles, approximately 0.17 mile northeast of the project study area. The recreation center is approximately 9 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Downey Recreation Center is accessible from South Avenue 18.

Table 4-1. Park and Recreational Facilities

Name	Description
Los Angeles River Bicycle Path	The Los Angeles River Bicycle Path is a Class I bicycle and pedestrian path (completely separated from vehicular traffic) that runs along the concrete banks of the Los Angeles River. The section of the bicycle path along the eastern boundary of the project study area has not yet been constructed. The Los Angeles River Bicycle Path is owned and operated by the Los Angeles River Authority, which includes the City of Los Angeles, the County of Los Angeles, and the U.S. Army Corps of Engineers. The Los Angeles River Bicycle Path is accessible from any adjacent street located east of the Los Angeles River.
Aliso Triangle	Aliso Triangle, a small pocket park, is located at the intersections of Progress Place and Pleasant Avenue, approximately 0.1 mile east of the project study area. The park is approximately 0.2 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Aliso Triangle is accessible from Progress Place and Pleasant Avenue.
Utah Street Elementary School	Utah Street Elementary School is located at 255 Gabriel Garcia Marquez Street in Los Angeles, approximately 0.3 mile east of the project study area. The recreational facilities at the school are located on approximately 1 acre of the school property, which is owned and operated by LAUSD. Utah Street Elementary School is accessible from Park Paseo.
Pecan Recreation Center	Pecan Recreation Center is located at 127 South Pecan Street in Los Angeles, approximately 0.42 mile east of the project study area. The recreation center is approximately 2 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Pecan Recreation Center is accessible from Gless Street.
Aliso Pico Recreation Center	Aliso Pico Recreation Center is located at 370 Clarence Street in Los Angeles, approximately 0.35 mile east of the project study area. The recreation center is approximately 0.9 acre and is managed and operated by the Proyecto Pastoral at Dolores Mission, a non-profit organization that provides training, education, and social services to residents of the communities of Pico-Aliso and Boyle Heights. Aliso Pico Recreation Center is accessible from Clarence Street.
William Mead Homes	William Mead Homes is located at 1300 North Cardinal Street in the northern portion of the project study area. The site is accessible from Main Street, Leroy Street, Elmyra Street, and Bolero Lane. William Mead Homes is a public housing complex aimed at providing affordable housing for low-income residents. The housing complex includes several communal recreational facilities on site, including a handball/racquetball facility and a baseball field. The facilities are closed to the general public and are only accessible to William Mead Homes' residents.

Notes:
LAUSD=Los Angeles Unified School District

Table 4-2. Community Facilities and Public Services

Name	Description
LASD	A LASD office is located in the project study area east of LAUS.
Los Angeles County Sheriff Transit Services Bureau	The Los Angeles County Sheriff Transit Services Bureau is located at 441 Bauchet Street in the eastern portion of the project study area. The Transit Services Bureau is part of the Transit Policing Services Division of LASD, an American law enforcement agency that serves Los Angeles County, California.
Los Angeles County Service Authority for Freeway Emergencies	The Los Angeles County Service Authority for Freeway Emergency is located at One Gateway Plaza in the western portion of the project study area. The goal of the Los Angeles County Service Authority for Freeway Emergencies is to help improve mobility and traffic in Los Angeles County by giving drivers the tools they need to travel safely and efficiently.
Los Angeles County Pretrial Services	This government office is located at 433 Bauchet Street in the eastern portion of the project study area. The Los Angeles County Pretrial Services division is part of the Los Angeles County Probation Department and responsible for providing information to public entities concerned with community safety (i.e., law enforcement, the courts, probation) on matters of detention, incarceration, and alternative sentencing.
Los Angeles Fire Department	There is one fire station, City of Los Angeles Fire Department Fire Station 4, located in the project study area at 450 Temple Street in the Little Tokyo/Olvera Street/Chinatown community.
Ann Street Elementary School	Ann Street Elementary School, located at 126 Bloom Street, is managed by LAUSD and is adjacent to William Mead Homes in the northern portion of the project study area.
Beyond the Bell	Beyond the Bell, located at 611 Jackson Street, is an after school academic, enrichment, and recreation program run by LAUSD located in the southern portion of the project study area.
Southern California Institute of Architecture	Southern California Institute of Architecture, located at 960 Third Street, is an independent, non-profit school offering undergraduate, graduate, and postgraduate degrees in architecture. The school consists of approximately 500 students and 80 faculty members, some of whom are practicing architects, and is located in the southern portion of the project study area.
Metro Gateway Child Development Center	Metro Gateway Child Development Center, located at One Gateway Plaza, offers infant care through preschool programs.
La Petite Academy Preschool	La Petite Academy Preschool, located at 750 Alameda Street, offers infant care through preschool programs.
Pacific Alliance Medical Center	Pacific Alliance Medical Center is located 0.2 mile from the project study area. The medical center is a 138-bed general medical and surgical hospital, which offers medical services and community programs.

Table 4-2. Community Facilities and Public Services

Name	Description
White Memorial Medical Center	White Memorial Medical Center is located 0.6 mile from the project study area. The medical center is a 353-bed not for profit, faith-based general medical and surgical hospital, which provides a full range of medical services open to everyone.
Twin Towers Correctional Facility	The Twin Towers Correctional Facility, also called the Twin Towers Jail, is located at 441 Bauchet Street in the northern portion of the project study area. The complex is operated by LASD and includes the world's largest jail and the nation's largest mental health facility (LASD 2014).
Ttokamsa Home Mission Church	Ttokamsa Home Mission Church is a Presbyterian church located at 1440 Spring Street within the planning area. Ttokamsa Home Mission Church serves the Korean population and provides church services, counseling, and community events.
Hompa Hongwanji Buddhist Temple	Hompa Hongwanji Buddhist Temple is located at 815 First Street within the planning area. The temple complex has three chapels available for religious services, classrooms, conference rooms, guest rooms, offices, and a multipurpose hall used for community activities and athletic events.
Zenshuji Soto Mission Buddhist Temple	Zenshuji Soto Mission Buddhist Temple is located at 123 Hewitt Street within the planning area. The temple provides a full range of Buddhist services in Japanese and English and offers regularly scheduled community events exploring Zen, Buddhism, and Japanese culture throughout the year.
Saint Francis Xavier Chapel – Japanese Catholic Center	Saint Francis Xavier Chapel – Japanese Catholic Center is located at 222 Hewitt Street within the planning area. The chapel provides religious services in Japanese and English and offers regularly scheduled community events throughout the year.

Notes:
LASD=Los Angeles County Sheriff's Department, LAUS=Los Angeles Union Station; LAUSD=Los Angeles Unified School District, Metro=Los Angeles County Metropolitan Transportation Authority

4.4 Utilities and Communication Providers

4.4.1 Gas and Electricity

The Southern California Gas Company provides natural gas services to the project study area. There are high pressure natural gas distribution lines that run beneath several streets, including Mission Road and Alameda Street (Southern California Gas Company 2016).

The Los Angeles Department of Water and Power (LADWP) provides electrical services to the project study area. LADWP operates 19 generation plants, 6,800 miles of overhead distribution lines, 3,597 miles of underground distribution lines, and has an electric capacity of over 7,460 megawatts from a diverse mix of energy sources (LADWP 2013a). There are electrical control cabinets, power poles, overhead power lines, and substations in the project study area.

4.4.2 Water

LADWP provides potable water to the project study area. The Los Angeles aqueducts, local groundwater, and supplemental water purchased from the Metropolitan Water District of Southern California are the primary sources of water supply for the City (LADWP 2013b). The water from the Metropolitan Water District is delivered through the Colorado River Aqueduct and the State Water Project's California Aqueduct. These sources have historically delivered an adequate and reliable supply to serve the City's needs. Implementation of recycled water projects is progressing and is expected to fill a larger role in Los Angeles' water supply portfolio.

4.4.3 Wastewater

Wastewater treatment services in the project study area are provided by the City's Department of Public Works, Bureau of Sanitation (Los Angeles Sanitation). Los Angeles Sanitation operates more than 6,700 miles of public sewers and four water reclamation plants with a service population of over four million people within two service areas covering 600 square miles (City of Los Angeles Department of Public Works, Bureau of Sanitation 2016b).

4.4.4 Stormwater

The City's storm drain system is maintained by Los Angeles Sanitation. Stormwater within the project study area is collected and transported through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes, and catch basins into the San Pedro and Santa Monica Bays, and ultimately into the Pacific Ocean.

4.4.5 Solid Waste

Solid waste collection services within the project study area are provided by Los Angeles Sanitation, which collects over 1 million tons of refuse annually from 750,000 customers, including single-family and small multifamily residences (City of Los Angeles Department of Public Works, Bureau of Sanitation 2016a). The

primary landfills utilized by Los Angeles Sanitation are the Sunshine Canyon Landfill and the Chiquita Canyon Landfill. Both landfills accept residential, commercial, and construction waste (Browning-Ferris Industries of California, Inc. 2016; (CalRecycle 2016a, 2016b).

4.4.6 Television/Cable/Telecommunications/Telephone Lines

Telecommunications companies that provide services to the project study area include Verizon, Xfinity (Comcast), AT&T, T-Mobile, and Sprint. Cable and satellite services are provided by Direct TV, Time Warner, and Charter Communications.

4.5 Farmlands/Timberland

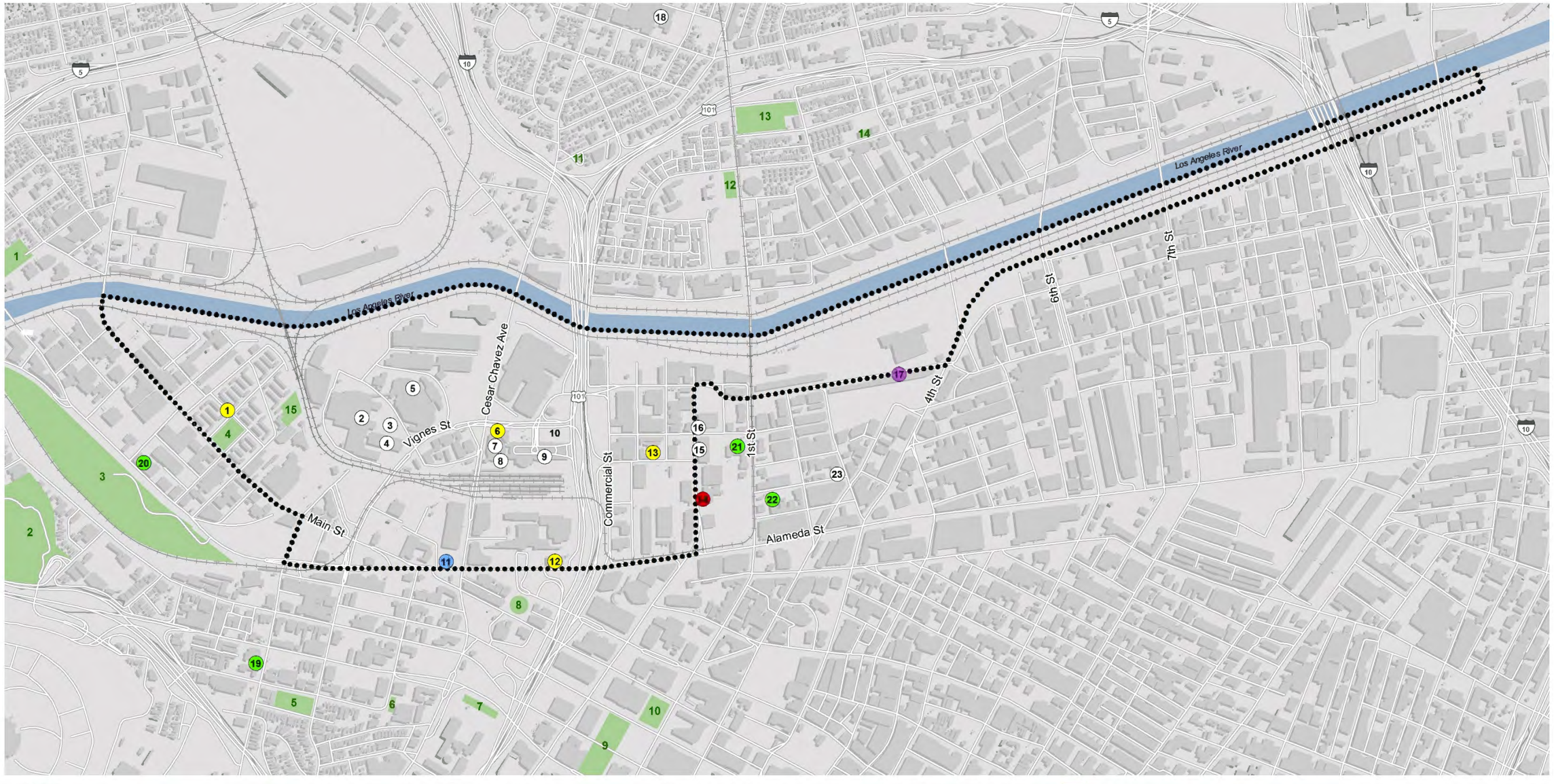
4.5.1 Farmlands

According to the 2014 Los Angeles County Important Farmland Map, the project study area is designated as Other Land (California Department of Conservation 2016a). In addition, there are no Williamson Act contract lands in the project study area (California Department of Conservation 2016b). Therefore, there are no agricultural, forest, or timberland uses or zoning in the project study area.

4.5.2 Forest Land/Timberlands

The project study area does not include any forest land (i.e., land with 10 percent tree coverage, as defined in Public Resources Code Section 12220(g)) or timberland (i.e., land that is available for growing a crop of trees intended for commercial use, as defined in Public Resources Code Section 4526).

Figure 4-5. Parklands, Community Services, and Other Public Facilities



LEGEND

Project Study Area

College
Fire Station
Government Office
Place of Worship
Post Office
School

1 Ann Street Elementary School
2 Los Angeles County Public Defender
3 Los Angeles County Pretrial Services
4 Los Angeles County Sheriff Transit Services Bureau
5 Twin Towers Correctional Facility
6 Metro Gateway Childhood Development Center
7 Los Angeles Metropolitan Transportation Authority
8 Los Angeles County Service Authority for Freeway Emergencies
9 Southern California Regional Rail Authority
10 Los Angeles County Sheriff's Department
11 U.S. Passports - Terminal Annex Post Office
12 La Petite Acadamy
13 Beyond the Bell
14 Los Angeles Fire Department
15 City of Los Angeles Medical Services
16 City of Los Angeles Personell Department
17 Southern California Institute Of Architecture
18 White Memorial Medical Center
19 Pacific Alliance Medical Center
20 Ttokamsa Home Mission Church
21 Hompa Hongwanji Buddhist Temple
22 Zenshuji Soto Mission Buddhist Temple
23 Saint Francis Xavier Chapel

Park or Recreation Center

1 Downey Recreation Center
2 Elysian Park
3 Los Angeles State Historic Park
4 Ann Street Elementary School
5 Alpine Recreation Center
6 Ord and Yale Street Park
7 Fort Moore Pioneer Memorial Park
8 Los Angeles Plaza Park
9 Grand Park
10 City Hall Park
11 Aliso Triangle
12 Utah Street Elementary School
13 Pecan Recreation Center
14 Aliso-Pico Recreation Center
15 William Mead Homes (Residents Only)

0 Feet 1,000

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4.6 Community Characteristics

A community's characteristics can be described by demographic information, including population size, age composition, ethnicity, and household characteristics. This section describes the existing community characteristics of the planning area, its demographics, and community facilities.

4.6.1 Population Characteristics

Regional and local population changes for key geographic areas from 2010 to 2014 are summarized in Table 4-3.

Table 4-3. Existing Regional and Local Population Change

Geographic Area	2010	2014	Percent Change (2010 to 2014) (%)
County of Los Angeles	9,758,256	9,974,203	+2
City of Los Angeles	3,772,486	3,862,210	+2
Planning Area Census Tracts			
Census Tract 2060.10	3,125	2,596	-20
Census Tract 2060.20	8,694	7,406	-15
Census Tract 2060.31	2,311	3,151	+27
Census Tract 2071.02	2,346	2,350	+0.2
Census Tract 2071.03	2,163	2,087	-4
Project Study Area Affected Census Block Groups			
Census Tract 2060.10 (Block Group 2)	1,397	1,082	-29
Census Tract 2060.20 (Block Group 1)	7,883	7,406	-6
Census Tract 2060.31 (Block Group 1)	2,088	2,308	+10
Census Tract 2060.31 (Block Group 2)	869	843	-3
Census Tract 2071.02 (Block Group 1)	2,553	2,350	-9
Census Tract 2071.03 (Block Group 2)	1,291	1,251	-3

Source: United States Census Bureau 2014

As summarized in Table 4-3, the County and City of Los Angeles have seen a 2 percent increase in population growth from 2010 to 2014. In contrast, the majority of affected census tracts have experienced greater decreases in population growth, ranging from 4 to 20 percent. Two affected census tracts, Census Tract 2071.02 and Census Tract 2060.31, reported an increase in population growth between 2010 and

2014 of 0.20 percent and 27 percent, respectively. A similar trend in population growth can be seen among the affected census block groups with the majority of the block groups experiencing reductions in population ranging from 3 to 29 percent between 2010 and 2014. Census Tract 2060.31 (Block Group 1) reported an increase of 10 percent in population growth from 2010 to 2014.

According to a 2015 Downtown Los Angeles Survey Report, there are approximately 50,000 residents in Downtown Los Angeles, a 500,000 weekday population, and approximately 19 million visitors each year (Downtown Center Business Improvement District 2015). From 2013 to 2015, residential growth in Downtown Los Angeles has included 4,000 additional housing units and 6,000 additional residents. The Southern California Association of Governments (SCAG) growth forecasts from the year 2015 to 2035 are summarized in Table 4-4 for the County of Los Angeles, City of Los Angeles, and affected census tracts (SCAG 2008).

Table 4-4. Projected Population, Household, and Employment Growth

Geographic Area	2015	2035	Percent Change (2015 to 2035) (%)
Population			
County of Los Angeles	10,971,602	12,338,620	+12
City of Los Angeles	4,128,125	4,415,772	+7
Census Tract 2060.10	3,669	3,999	+9
Census Tract 2060.20	11,993	12,778	+7
Census Tract 2060.31[1]	NA	NA	NA
Census Tract 2071.02[1]	NA	NA	NA
Census Tract 2071.03[1]	NA	NA	NA
Households			
County of Los Angeles	3,509,580	4,003,501	+14
City of Los Angeles	1,424,701	1,616,578	+13
Census Tract 2060.10	1,035	1,233	+19
Census Tract 2060.20	25	42	+68
Census Tract 2060.31[1]	NA	NA	NA
Census Tract 2071.02[1]	NA	NA	NA
Census Tract 2071.03[1]	NA	NA	NA
Employment			
County of Los Angeles	4,675,875	5,041,172	+8
City of Los Angeles	1,864,061	1,994,134	+7
Census Tract 2060.10	2,699	3,123	+16

Table 4-4. Projected Population, Household, and Employment Growth

Geographic Area	2015	2035	Percent Change (2015 to 2035) (%)
Census Tract 2060.20	12,402	12,610	+2
Census Tract 2060.31[1]	NA	NA	NA
Census Tract 2071.02[1]	NA	NA	NA
Census Tract 2071.03[1]	NA	NA	NA

Source: Southern California Association of Governments 2008

Notes:

[1] ***Projections for these census tracts were not available from the SCAG projection data. Census Tract 2060.31, 2071.02, and 2071.03 were formed in 2010 from larger census tracts.***

NA=not applicable

As summarized in Table 4-4, long-term population growth from 2015 to 2035 is expected to increase at the City and County levels by 7 and 12 percent, respectively. Population growth rates in the affected census tracts are anticipated to experience a similar level of growth in the City.

The number of households within affected census tracts is projected to grow at a higher growth rate than that identified for the City and County. For Census Tract 2060.20, the number of households is anticipated to nearly double by 2035.

Employment within Census Tract 2060.10 is projected to grow at a higher rate than that identified for the City and County. Employment within Census Tract 2060.20 is projected to grow at a lower rate than that identified for the City and County.

4.6.2 Demographic Characteristics

Demographic characteristics are provided for the planning area, which are comprised of the five census tracts that encompass the project study area. Demographic data is also provided for the City, County, and block groups, where available.

Race and Ethnicity

As summarized in Table 4-5, of the total population in Los Angeles County, the largest group was persons of Hispanic or Latino origin (48 percent) with the next largest group being White (27 percent). The remaining population categories in descending order of proportion were Asian, Black or African American, two or more races, Native Hawaiian/Pacific Islander, other race, and American Indian/Alaskan Native.

In the City of Los Angeles, the racial and ethnic distribution is similar to that identified for Los Angeles County, with the largest group being persons of Hispanic or Latino origin (49 percent). The next largest group was White (28 percent), and the remaining population categories in descending order of proportion

were Asian, Black or African American, two or more races, Native Hawaiian/Pacific Islander, other race, and American Indian/Alaskan Native.

As summarized in Table 4-5, several of the census tracts in the planning area are more ethnically diverse than the City and County of Los Angeles. Census Tracts 2060.10 and 2060.20 have higher percentages of Hispanic/Latino residents than the City and County. Census Tracts 2060.10, 2060.31, 2071.02, and 2071.03 have higher percentages of Asian residents than the City and County. Census Tracts 2071.03 and 2060.20 have higher percentages of American Indian and Native Hawaiian/Pacific Islander than the City and County. Census Tract 2060.20 has higher percentages of Black or African American and other race residents than the City and County.

Four of the five census tracts have a minority population percentage higher than the City's and County's minority population of 72 percent and 73 percent, respectively. This trend is also apparent at the block group level. Four of the six block groups in the project study area have a minority population percentage higher than the City's and County's minority population.

Table 4-5. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Area	Hispanic or Latino (of any race) (%)	Not Hispanic or Latino							Total Minority Population (%)
		White (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/ Pacific Islander (%)	Other Race (%)	Two or More Races (%)	
County of Los Angeles	48	27	8	0.1	14	0.2	0.2	2	73
City of Los Angeles	49	28	9	0.1	11	0.2	0.2	2	72
Planning Area Census Tracts									
Census Tract 2060.10	52.5	5	5.5	0	35.7	0	0	1.3	95
Census Tract 2060.20	79	21	35	0.4	2.8	0.4	0.7	2.5	79
Census Tract 2060.31	7.5	37.4	8.1	0	42.6	0	0	4.3	63
Census Tract 2071.02	13.3	0.3	1.6	0	84.8	0	0	0	99
Census Tract 2071.03	6.9	3.8	1.9	1	83.6	2.2	0	0.7	96
Project Study Area Affected Census Block Groups									
Census Tract 2060.10 (Block Group 2)	84	0	13	0	3	0	49	0	100
Census Tract 2060.20 (Block Group 1)	37	21	35	0.4	3	0.4	14	3	79
Census Tract 2060.31 (Block Group 1)	4	35	3	0	54	0	10	3	66
Census Tract 2060.31 (Block Group 2)	17	43	21	0	10	0	9	9	57
Census Tract 2071.02 (Block Group 1)	13	0.3	2	0	85	0	1	0	100
Census Tract 2071.03 (Block Group 2)	0.2	6	3	2	84	4	1.3	1.1	95

Source: United States Census Bureau 2014

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At the census tract block group level, Census Tract 2060.10 (Block Group 2) has a 100 percent minority population. The minority population consists of 48 percent Hispanic or Latino, 49 percent of some other race, and 13 percent Black or African American. Census Tract 2060.20, Block Group 1 has a 79 percent minority population. Of the total minority population, approximately 47 percent is Hispanic or Latino, 44 percent is Black or African American, and 18 percent is some other race. Census Tract 2071.02, Block Group 1 has a 100 percent minority population. Of the total minority population, approximately 85 percent is Asian, and 13 percent is Hispanic or Latino. Census Tract 2071.03, Block Group 2 has a 95 percent minority population. Of the total minority population, approximately 89 percent is Asian.

The remaining two block groups in the southern portion of the planning area have minority population percentages that range from 57 percent to 66 percent, which are below the City's and County's minority population percentages.

Income and Poverty

Table 4-6 shows the income and poverty statistics of the selected geographic areas.

Table 4-6. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US$)	Percent of Households Below Poverty Level (%)
County of Los Angeles	55,870	17
City of Los Angeles	49,682	20
Planning Area Census Tracts		
Census Tract 2060.10	17,378	47
Census Tract 2060.20	88,036	9
Census Tract 2060.31	75,114	17
Census Tract 2071.02	17,313	60
Census Tract 2071.03	17,743	45
Project Study Area Affected Census Block Groups		
Census Tract 2060.10 (Block Group 2)	11,930	72
Census Tract 2060.20 (Block Group 1)	88,036	9
Census Tract 2060.31 (Block Group 1)	82,566	13
Census Tract 2060.31 (Block Group 2)	55,357	27

Table 4-6. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US$)	Percent of Households Below Poverty Level (%)
Census Tract 2071.02 (Block Group 1)	17,313	60
Census Tract 2071.03 (Block Group 2)	15,938	49

Source: United States Census Bureau 2014

As summarized in Table 4-6, the median household income for the planning area ranges from $17,313 to $88,036.

At the census tract level, three of the five census tracts (Census Tract 2060.10, Census Tract 2071.02, and Census Tract 2071.03) have median household incomes lower than the City's median household income of $49,682 and lower than the 2014 Department of Health and Human Services (DHHS) poverty guidelines of $23,850 for a family of four (DHHS 2016). In addition, three of the five census tracts have higher percentages of households below poverty level when compared to the City. At the census tract block group level, three out of six census tract block groups have median household incomes lower than the City's median household income and lower than the 2014 DHHS poverty guidelines for a family of four.

Census Tract 2060.10, Block Group 2 includes William Mead Homes and has a median household income of $11,930, which is approximately 50 percent below the 2014 DHHS poverty guidelines. Approximately 72 percent of households in this block group have income within the past 12 months below the poverty level.

Census Tract 2071.02, Block Group 1 has a median household income of $17,313, which is approximately 25 percent below the 2014 DHHS poverty guidelines. Approximately 60 percent of households in this block group have income within the past 12 months below the poverty level.

Census Tract 2071.03, Block Group 2 has a median household income of $15,938, which is approximately 33 percent below the 2014 DHHS poverty guidelines. Approximately 49 percent of households in this block group have income within the past 12 months below the poverty level.

These block groups are considered to contain low-income populations. The remaining block groups in the planning area have median household incomes that range from $55,357 to $88,036, which are well above the 2014 DHHS poverty guidelines.

Age Distribution

As summarized in Table 4-7, the median age for the City and County are 34.6 and 35.3 years, respectively. At the census tract level, the median age within the affected census tracts are similar or slightly older when compared to the City and County median age. Census Tract 2060.10 has a higher percentage of residents

under the age of 18 when compared to the City and County. Census Tracts 2071.02 and 2071.03 have higher percentages of residents over 65 years old when compared to the City and County.

The median age within the majority of the block groups are similar or slightly older when compared to the City and County median age. Census Tract 2060.10 (Block Group 2) has a younger median age of 26.1 when compared to the City and County median ages. Census Tract 2060.10 (Block Group 2) has a higher percentage of residents under the age of 18 when compared to the City and County. Census Tract 2071.02 (Block Group 2), Census Tract 2071.02 (Block Group 1), and Census Tract 2071.03 (Block Group 2) have higher percentages of residents over 65 years old when compared to the City and County.

Table 4-7. Age Distribution Characteristics

Geographic Area	Median Age	Under 18 (%)	65 and Over (%)
County of Los Angeles	35.3	23.5	12
City of Los Angeles	34.6	22.2	11
Planning Area Census Tracts			
Census Tract 2060.10	35.7	25.2	12
Census Tract 2060.20	34.6	4.9	3
Census Tract 2060.31	36.0	8.2	5
Census Tract 2071.02	45.2	20.2	35
Census Tract 2071.03	41.6	19.3	17
Project Study Area Affected Census Block Groups			
Census Tract 2060.10 (Block Group 2)	26.1	32	16
Census Tract 2060.20 (Block Group 1)	34.6	0.3	3
Census Tract 2060.31 (Block Group 1)	33.3	9	5
Census Tract 2060.31 (Block Group 2)	42.6	2.6	6
Census Tract 2071.02 (Block Group 1)	45.2	19.9	35
Census Tract 2071.03 (Block Group 2)	42.3	18.9	17

Source: United States Census Bureau 2014

Special Populations

This section provides information on special populations, which include disabled, institutionalized, and linguistically isolated populations (limited English-speaking households). A summary of special population data is provided in Table 4-8 and Table 4-9.

Table 4-8. Disabled and Institutionalized Populations

Geographic Area	Disabled Population (%)	Institutionalized Population[1] (%)
County of Los Angeles	10	1
City of Los Angeles	10	2
Planning Area Census Tracts		
Census Tract 2060.10	10	1
Census Tract 2060.20	12	94
Census Tract 2060.31	6	5
Census Tract 2071.02	15	0.2
Census Tract 2071.03	13	1
Project Study Area Affected Census Block Groups[2]		
Census Tract 2060.10 (Block Group 2)	NA	0
Census Tract 2060.20 (Block Group 1)	NA	94
Census Tract 2060.31 (Block Group 1)	NA	0
Census Tract 2060.31 (Block Group 2)	NA	19
Census Tract 2071.02 (Block Group 1)	NA	0.2
Census Tract 2071.03 (Block Group 2)	NA	2

Source: United States Census Bureau 2014

Notes:

[1] ***Institutionalized Population = People 16 years of age or older who are inmates of institutions (penal, mental facilities, homes for the aged) and who are not in active duty in the Armed Forces.***

[2] ***Disabled Population percentages are based on the total non-institutional population.***

NA=not applicable

Table 4-9. Limited English-Speaking Households

Geographic Area	Total Households	Limited English-Speaking Households				
		Total Households (%)	Spanish Language (%)	Other Indo-European Languages (%)	Asian and Pacific Islander Languages (%)	Other Languages (%)
County of Los Angeles	3,242,391	14	8	2	4	0
City of Los Angeles	1,329,372	16	10	2	4	0
Planning Area Census Tracts						
Census Tract 2060.10	978	44	24	1	19	0
Census Tract 2060.20	222	22	4	0	14	5
Census Tract 2060.31	1712	16	3	0.6	12	0
Census Tract 2071.02	902	77	5	0	73	0
Census Tract 2071.03	779	60	2	0	58	0
Project Study Area Affected Census Block Groups						
Census Tract 2060.10 (Block Group 2)	409	43	41	0	2	0
Census Tract 2060.20 (Block Group 1)	222	18	4	0	14	0
Census Tract 2060.31 (Block Group 1)	1,204	18	1	0	17	0
Census Tract 2060.31 (Block Group 2)	508	12	9	2	0	0
Census Tract 2071.02 (Block Group 1)	902	77	5	0	73	0
Census Tract 2071.03 (Block Group 2)	491	64	3	0	60	0

Source: United States Census Bureau 2014

Notes: Limited English-speaking households are households where all members 14 years or over have at least some difficulty with English.

As summarized in Table 4-8, an average of approximately 10 percent of the City and County's population is identified as disabled. When compared to the City, three of the census tracts have higher percentages of disabled populations. For institutional populations, the City and County have averages of approximately 2 percent of the total population in penal facilities, mental facilities, or homes for the aged. When compared

to the City average, Census Tract 2060.20 has a much higher institutionalized population of 94 percent because of the Twin Towers Correctional Facility, which houses close to 7,000 inmates.

As summarized in Table 4-9, the planning area contains relatively high percentages of limited English-speaking households. All affected census tracts have a higher percentage of Asian and Pacific Islander language households when compared to the City and County. Census Tract 2060.10 has a higher percentage of Spanish language households when compared to the City and County. At the census tract block group level, a similar trend is present with all affected census tract block groups having a higher percentage of Asian and Pacific Islander language households when compared to the City and County. Census Tract 2060.10 (Block Group 2) has a higher percentage of Spanish language households when compared to the City and County.

Employment Characteristics

Table 4-10 provides a summary of employment status among the planning area, City, and County.

Table 4-10. Employment Status

Geographic Area	Population (Age 16 and Over)	In Labor Force (%)	Not in Labor Force (%)
County of Los Angeles	7,913,580	65	35
City of Los Angeles	3,103,574	66	34
Planning Area Census Tracts			
Census Tract 2060.10	2,128	55	45
Census Tract 2060.20	7,389	4	96
Census Tract 2060.31	2,920	76	24
Census Tract 2071.02	1,907	43	57
Census Tract 2071.03	1,742	48	52
Project Study Area Affected Census Block Groups			
Census Tract 2060.10 (Block Group 2)	762	42	58
Census Tract 2060.20 (Block Group 1)	7,389	4	95
Census Tract 2060.31 (Block Group 1)	2,099	82	18
Census Tract 2060.31 (Block Group 2)	821	61	39
Census Tract 2071.02 (Block Group 1)	1,907	43	57
Census Tract 2071.03 (Block Group 2)	1,027	46	54

Source: United States Census Bureau 2014

As summarized in Table 4-10, employment status within the planning area census tracts range from 24 percent to 96 percent. When compared to the City's unemployment rate of 34 percent, all but one planning area census tract have higher unemployment rates. A similar trend can be seen at the census tract block group level where unemployment rates range from 18 percent to 95 percent. The high unemployment rate (96 percent) in Census Tract 2060.20 can be attributed to the presence of a large penal population contained within the Twin Towers Correctional Facility.

Employment by industry is shown in Table 4-11. In 2014, the industry sectors with the highest levels of employment in the City were Educational Services, and Health Care and Social Assistance (358,042 people employed); Professional, Scientific, and Management, and Administrative and Waste Management Services (250,345 people employed); Arts, Entertainment, and Recreation, and Accommodation and Food Services (221,904 people employed); and Retail Trade (189,844 people employed). From 2012 and 2013, the City had an increase of 57,169 jobs, which represented approximately 41.7 percent of the job growth (137,233 additional jobs) in Los Angeles County (SCAG 2014).

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Table 4-11. Employment by Industry

Geographic Area	Population (Age 16 and Over)	Agriculture, Forestry, Fishing, Mining (%)	Construction (%)	Manufacturing (%)	Wholesale Trade (%)	Retail Trade (%)	Transportation and Warehousing, and Utilities (%)	Information (%)	Finance Insurance, and Real Estate (%)	Professional and Technical (%)	Educational, Health Care and Social Assistance (%)	Arts, Lodging and Food Services (%)	Other Services, Except Public Administration (%)	Public Administration (%)
County of Los Angeles	4,548,646	0.5	6	11	4	11	6	4	6	12	21	11	6	3
City of Los Angeles	1,820,580	0.5	6	9	3	10	4	6	6	14	20	12	7	2
Planning Area Census Tracts														
Census Tract 2060.10	1,095	0	0	12	4	12	6	2	3	15	22	14	9	1
Census Tract 2060.20	276	0	3	5	3	3	1	11	11	14	39	4	1	7
Census Tract 2060.31	2,080	1	3	4	4	11	2	11	5	22	18	14	4	1
Census Tract 2071.02	725	0	0	9	1	17	2	2	1	3	14	41	8	0.5
Census Tract 2071.03	772	0	0	9	7	2	5	6	7	7	15	26	10	5

Source: United States Census Bureau 2014

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In 2014, the industry sectors with the highest level of employment in the planning area were Arts, Entertainment, and Recreation, and Accommodation and Food Services (943 people employed); Educational Services, and Health Care and Social Assistance (929 people employed); Professional, Scientific, and Management, and Administrative and Waste Management Services (727 people employed); and Retail Trade (512 people employed). From 2010 to 2014, Downtown Los Angeles gained a net total of 4,781 jobs (Los Angeles Area Chamber of Commerce 2015).

4.6.3 Housing Characteristics

Table 4-12 summarizes the housing characteristics for Los Angeles County, the City, and the planning area.

As summarized in Table 4-12, there were 1,427,355 housing units in the City. Of these units, 1,329,372 units (93 percent) were occupied, and the remaining 97,983 units (7 percent) were vacant. The percentage of vacant housing units varies among the five census tracts, from a low of 3.5 percent of total vacant housing units in Census Tract 2060.20 to a high of 11.2 percent of total vacant housing units in Census Tract 2060.31.

Table 4-12. Existing Occupancy Characteristics

Geographic Area	Total Housing Units				Type of Occupancy[1]	
	Occupied		Vacant		Owner (%)	Renter (%)
	Units	%	Units	%		
County of Los Angeles	3,242,391	94	219,684	6	42	50
City of Los Angeles	1,329,372	93	97,983	7	4	60
Planning Area Census Tracts						
Census Tract 2060.10	976	92	80	8	13	87
Census Tract 2060.20	222	96.5	8	3.5	3	97
Census Tract 2060.31	1,712	88.8	215	11.2	40	60
Census Tract 2071.02	902	89.1	110	10.9	2	98
Census Tract 2071.03	779	96.1	32	3.9	2	98
Project Study Area Affected Census Block Groups						
Census Tract 2060.10 (Block Group 2)	409	100	0	0	0	100

Table 4-12. Existing Occupancy Characteristics

Geographic Area	Total Housing Units				Type of Occupancy[1]	
	Occupied		Vacant		Owner (%)	Renter (%)
	Units	%	Units	%		
Census Tract 2060.20 (Block Group 1)	222	97	8	3	3	97
Census Tract 2060.31 (Block Group 1)	1,204	91	124	9	44	56
Census Tract 2060.31 (Block Group 2)	508	85	91	15	29	71
Census Tract 2071.02 (Block Group 1)	902	89	110	11	2	97
Census Tract 2071.03 (Block Group 2)	391	77	119	23	2	98

Source: United States Census Bureau 2014

Note:

[1] ***Percentages do not add up to 100 percent because not all respondents identified whether they owed or rented.***

Among the census tract block groups, the percentage of vacant housing units varies from a low of 0 percent of total vacant housing units in Census Tract 2060.10 (Block Group 2) to a high of 23 percent total vacant housing units in Census Tract 2071.03 (Block Group 2).

Based on the data collected, the vast majority of the population in the planning area rents rather than owns. The majority of the census tracts have 87 to 98 percent of the population in renter-occupied housing units. This is similar to the residential population among the census block groups with four of the six block groups having 97 to 100 percent of the population that rents (Trulia.com 2016).

Table 4-13 provides a summary of housing types, and Table 4-14 provides data on median home values and rents for residential housing in Los Angeles County, the City, and the planning area.

Table 4-13. Housing Types

Geographic Area	Total Housing Units	Single-Family Units (%)	Multifamily Units (%)	Mobile Homes (%)
County of Los Angeles	3,462,075	50	49	2
City of Los Angeles	1,427,355	39	61	1
Planning Area Census Tracts				
Census Tract 2060.10	1,056	32	68	0
Census Tract 2060.20	230	6	94	0
Census Tract 2060.31	1,927	5	94	1
Census Tract 2071.02	1012	2	98	0
Census Tract 2071.03	811	14	86	0
Project Study Area Affected Census Block Groups				
Census Tract 2060.10 (Block Group 2)	409	0	100	0
Census Tract 2060.20 (Block Group 1)	230	2	98	0
Census Tract 2060.31 (Block Group 1)	1,328	2	97	1
Census Tract 2060.31 (Block Group 2)	599	3	95	2
Census Tract 2071.02 (Block Group 1)	1,012	2	98	0
Census Tract 2071.03 (Block Group 2)	510	7	93	0

Source: United States Census Bureau 2014

As summarized in Table 4-13, the planning area has a high proportion of multifamily residential housing when compared to the City and County. This trend is also seen among the affected census tract block groups in the project study area.

Data collected in Table 4-14 indicate that median monthly rents within the planning area fluctuate between low-income and market rate levels. Census Tracts 2060.10 and 2071.02 have lower median monthly rents when compared to the other planning area census tracts, City, and County median monthly rents. The low median monthly rents in Census Tracts 2060.10 and 2071.02 can be attributed to the William Mead Homes and other low-income apartment complexes in the area. The average monthly rent at William Mead Homes is $354 (HACLA 2016c).

According to the Los Angeles County Housing Resource Center, there are several low-income apartment buildings near the project study area (Los Angeles County Housing Resource Center 2016). The Metro at Chinatown Senior Lofts is located just outside the northwestern boundary of the project study area but within the planning area. The lofts provide affordable, independent living spaces that are handicap-accessible for residents 55 and older.

Other low-income apartment buildings include Yale Terrace Apartments (716 Yale Street), Bartlett Hill Manor Apartments (625 Bunker Hill Avenue), Hillside Villa Apartments (636 Hill Place), Victor Clothing (242 Broadway), Blossom Plaza (900 Broadway), Casanova Gardens (433 Casanova Street), Cesar Chavez Gardens (555 Cesar Chavez Avenue), Castellar Apartments (625 Hill Street), San Pedro Firm Building (112 Judge John Aiso Street), and Far East Building (349 First Street).

Table 4-14. Housing Characteristics

Geographic Area	Median Home Value ($)	Median Monthly Rent ($)
County of Los Angeles	425,100	1,221.00
City of Los Angeles	453,800	1,194.00
Planning Area Census Tracts		
Census Tract 2060.10	347,600	608.00
Census Tract 2060.20	NA[1]	1,966.00
Census Tract 2060.31	436,000	2,000.00
Census Tract 2071.02	525,000	589.00
Census Tract 2071.03	467,400	1,001.00
Project Study Area Affected Census Block Groups		
Census Tract 2060.10 (Block Group 2)	NA[1]	363.00
Census Tract 2060.20 (Block Group 1)	NA[1]	1,966.00
Census Tract 2060.31 (Block Group 1)	441,700	2,000.00
Census Tract 2060.31 (Block Group 2)	417,100	1,678.00
Census Tract 2071.02 (Block Group 1)	525,000	859.00
Census Tract 2071.03 (Block Group 2)	604,200	833.00

Source: United States Census Bureau 2014

Notes:

[1] ***There are no single family homes within these selected geographic areas***

NA=not applicable

The remaining planning area census tracts have median rental rates comparable to or higher than City and County levels. This can be attributed to a recent influx of new multifamily/apartment development in Census Tracts 2071.03, 2060.31, and 2060.20. New apartment complexes, such as the Mozaic Apartments and One Santa Fe Apartments, allow for market rental rates. Monthly rents in these types of apartments at the Mozaic Apartments range from $2,025 for a one bedroom studio apartment to $2,864 for a two bedroom studio (Equity Apartments 2016). Monthly rents at the One Santa Fe Apartments range from $1,480 for a studio to $4,530 for a two bedroom apartment.

The data also point to a similar trend at the block group level. Similar to the data found at the census tract level, the median monthly rent in the planning area varies greatly by block group, ranging from $363 (in Mission Junction where William Mead Homes is located) to $2,000 (in the Arts District).

Table 4-15 provides a summary of housing tenure characteristics for the planning area, City, and County.

Table 4-15. Housing Tenure Characteristics

Geographic Area	Year Householder Moved Into Unit (%)					
	1969 or earlier	1970 to 1979	1980 to 1989	1990 to 1999	2000 to 2009	2010 or later
County of Los Angeles	3.7	5.2	7.7	17.1	39.5	26.7
City of Los Angeles	30.7	4.6	6.6	16.3	39.3	29.7
Planning Area Census Tracts						
Census Tract 2060.10	4.3	9.4	8.3	19.3	38.5	20.2
Census Tract 2060.20	0	0	0	0	36	66.6
Census Tract 2060.31	0	0	2.5	4	45.2	48.3
Census Tract 2071.02	0.5	3.9	3.2	8	67.3	17.1
Census Tract 2071.03	2.6	4	4.2	19.5	37.9	31.8

Source: United States Census Bureau 2014

Notes: Housing Tenure Characteristics are not available at the block group level in the 2010-2014 American Community Survey 5-Year Estimate data set.

Based on the information contained in Table 4-15, the majority of the residential population within the planning area moved into their current residence within the last 15 years.

4.6.4 Transportation, Access, Circulation, and Parking

Circulation and access in a community is important to community character and quality of life. This section discusses the existing infrastructure within the project study area, specifically transportation facilities. Transportation facilities include highways and local roadways, rail and transit services, parking facilities, and bicycle and pedestrian facilities. Transportation facilities in the project study area, including non-motorized (pedestrian and bicycle) facilities, are depicted on Figure 4-6.

In addition to the aforementioned transportation facilities, the project study area has a very dense street network ranging from major highways to local city streets. The primary roadways and transportation facilities in the project study area are summarized in Table 4-16 and Table 4-17. As part of the street network, there are certain roadways identified as emergency/disaster routes within the area. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas to save lives, protect property, and minimize impact on the environment. As depicted on Figure 4-7, emergency/disaster

routes in the project study area include Cesar Chavez Avenue, Alameda Street, and Fourth Street (County of Los Angeles Department of Public Works 2008). In addition, US-101 and I-10 are designated as freeway disaster routes.

Figure 4-6. Transportation Facilities

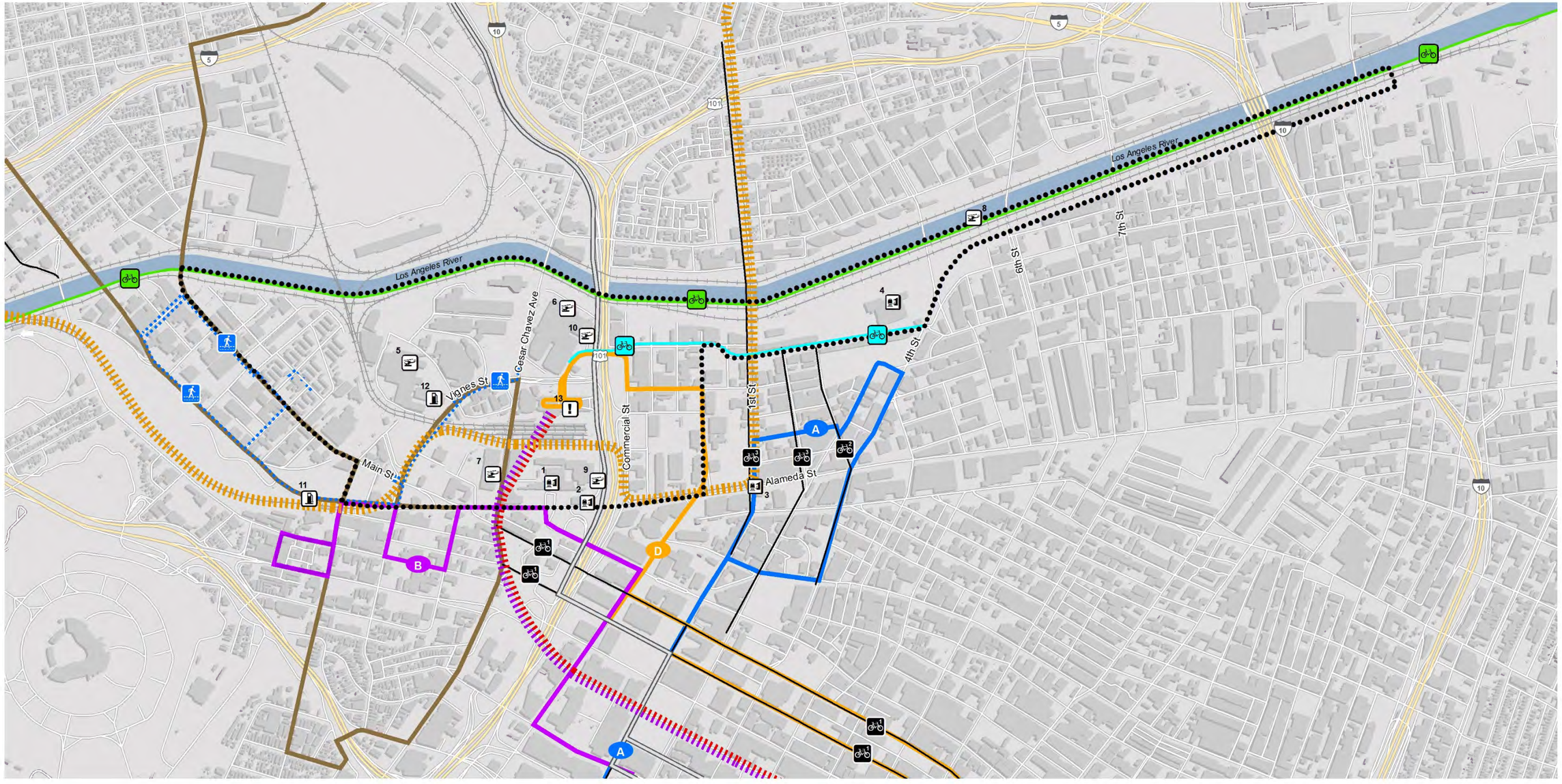

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Table 4-16. Transportation Facilities

Transportation Facility Name	Transportation Facility Description
Public Transit Station/Facilities	
LAUS	LAUS is the hub of the City's Metro rapid transit system and also includes stops and connections for bus routes operated by other municipal carriers, as well as Amtrak and Metrolink rail routes.
Amtrak Station	The Amtrak Station is located at LAUS and is a destination on Amtrak's Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited, and Texas Eagle routes.
Metro Little Tokyo/Arts District Station	The Metro Little Tokyo/Arts District station is an at-grade light rail station served by the Metro Gold Line. The station is located at the intersection of First Street and Alameda Street on the edge of Little Tokyo and the Arts District in Downtown Los Angeles.
Metrolink	Several Metrolink lines connect with Metro at LAUS, including the Antelope Valley Line to Lancaster, the Riverside Line to Riverside, the Orange County Line to Oceanside, the San Bernardino Line to San Bernardino, the Ventura County Line to East Ventura, and the 91 Line to Riverside by way of Fullerton.
Metro Red Line	The Metro Red Line is a heavy rail subway line that provides service between LAUS and Wilshire/Vermont in the City's Mid-Wilshire/Koreatown District. LAUS is the line's eastern terminus. The Metro Red Line is a heavy rail subway line that has its eastern terminus at LAUS. The Metro Red Line uses two tracks approximately 40 feet beneath the existing pedestrian passageway floor.
Metro Purple Line	The Metro Purple Line is a heavy rail subway line provides service between LAUS and Wilshire/Western (approximately 1 additional mile past the terminus of the Red Line). LAUS is the line's eastern terminus. The Metro Purple Line uses two tracks approximately 40 feet beneath the existing pedestrian passageway floor.
Metro Gold Line	The Metro Gold Line is a light-rail line that passes through LAUS as it travels between East Los Angeles and the City of Azusa. The throat segment includes the existing Gold Line viaduct that extends north of LAUS toward the Chinatown station.
Metro Bus Rapid Transit Silver Line	The Metro Liner Bus Rapid Transit Silver Line (San Pedro to El Monte) runs through the project study area and includes a stop at LAUS.
Downtown Area Short Hop Bus Routes	Downtown Area Short Hop, managed by LADOT, operates several bus routes that run through Downtown Los Angeles. Downtown Area Short Hop Downtown Route A (Little Tokyo to City West), Downtown Route D (Union Station to South Park), and Lincoln Heights/Chinatown operate within the project study area.

Table 4-16. Transportation Facilities

Transportation Facility Name	Transportation Facility Description
Non-Motorized Transportation Facilities	
Class I Bicycle Path	A Class I bicycle path is identified by the 2010 Bicycle Plan as an exclusive car-free facility that is typically not located within a roadway area. There are no Class I bicycle paths identified within the project study area. However, within the planning area, there are Class I bicycle paths along Main Street and Spring Street.
Class II Bicycle Path	A Class II bicycle path is identified by the 2010 Bicycle Plan as a striped lane separating vehicle lanes from bicycle lanes. There are no Class II bicycle paths identified within the project study area. However, within the planning area, there is one Class II bicycle path located along Third Street.
Class III Bicycle Path	A Class III bicycle path is identified by the 2010 Bicycle Plan as in-road bikeways where bicycles and motor vehicles share the roadway. There are no Class III bicycle paths identified within the project study area. However, within the planning area, there are Class III bicycle routes along First Street and Second Street.
Los Angeles River Bike Path	The Los Angeles River Bike Path Gap Closure Project is a planned extension of existing segments of the 32-mile greenway along the Los Angeles River. As identified in the Los Angeles River Revitalization Master Plan, the greenway would include bicycle and pedestrian paths. These paths would be adjacent to the project study area.
Ann Street Elementary School Pedestrian Route	LADOT has developed recommended pedestrian routes to schools in the LAUSD. Portions of the Ann Street Elementary School Pedestrian Route are located within the northern portion of project study area.
Transportation Assistance	
Social Services, Transportation Assistance	This transit information assistance office is located at Patsaouras Transit Plaza on the east side of LAUS.

Table 4-17. Roadway Facilities

Roadway Name	Roadway Description
Main Street	Main Street runs northeast to southwest along the northern boundary of the project study area and is classified as a Secondary Highway (City of Los Angeles, Department of City Planning 2002).
Ann Street	Ann Street runs northwest to southeast in the northern portion of the project study area, adjacent to and west of Ann Street Elementary School.
Bolero Lane	Bolero Lane runs east to west in the northern portion of the project study area, adjacent to and south of William Mead Homes.
Cesar Chavez Avenue	Cesar Chavez Avenue runs east to west adjacent to and north of LAUS and is classified as a Major Highway-Class II.
Alameda Street	Alameda Street runs north to south along the western boundary of the project study area, separating LAUS to the east and El Pueblo de Los Angeles Historical Monument to the west, and is classified as a Major Highway-Class II.
Vignes Street	Vignes Street runs north to south adjacent to and east of LAUS and is classified as a Major Highway-Class II.
El Monte Busway	The El Monte Busway is a high-occupancy vehicle lane running east to west adjacent to and south of LAUS.
US-101	US-101 runs east to west adjacent to and south of LAUS, classified as a Freeway, and is part of the 2009 Los Angeles County Congestion Management Plan Highway and Roadway Network (Metro 2010).
Center Street	Center Street runs north to south extending from Vignes Street to First Street and is classified as a Major Highway-Class II.
Temple Street	Temple Street runs east to west approximately 0.25 mile south of LAUS and is classified as a Secondary Highway.
Commercial Street, Ducommun Street, Jackson Street, and Banning Street	Commercial Street, Ducommun Street, Jackson Street, and Banning Street run east to west to the south of US-101 and north of First Street.
Garey Street	Garey Street runs north to south between Commercial Street and Temple Street.
First Street and Fourth Street	First Street runs east to west, and Fourth Street runs northwest to southeast in the southern portion of the project study area. Both are classified as Major Highways-Class II.
Sixth Street and Seventh Street	Sixth Street and Seventh Street run east to west in the southern portion of the project study area and are classified as Secondary Highways.

Table 4-17. Roadway Facilities

Roadway Name	Roadway Description
I-10	I-10 runs east to west in the southern portion of the project study area, classified as a Freeway, and is part of the 2009 Los Angeles County Congestion Management Program Highway and Roadway Network (Metro 2010).
Olympic Boulevard	Olympic Boulevard runs east to west in the southern portion of the project study area and is classified as a Major Highway-Class II.

Source: City of Los Angeles Department of City Planning 2002; Metro 2010; LADOT 2012

Notes:
LADOT=Los Angeles Department of Transportation, LAUS=Los Angeles Union Station, LAUSD=Los Angeles Unified School District, Metro=Los Angeles County Metropolitan Transportation Authority

Figure 4-7. Emergency Routes

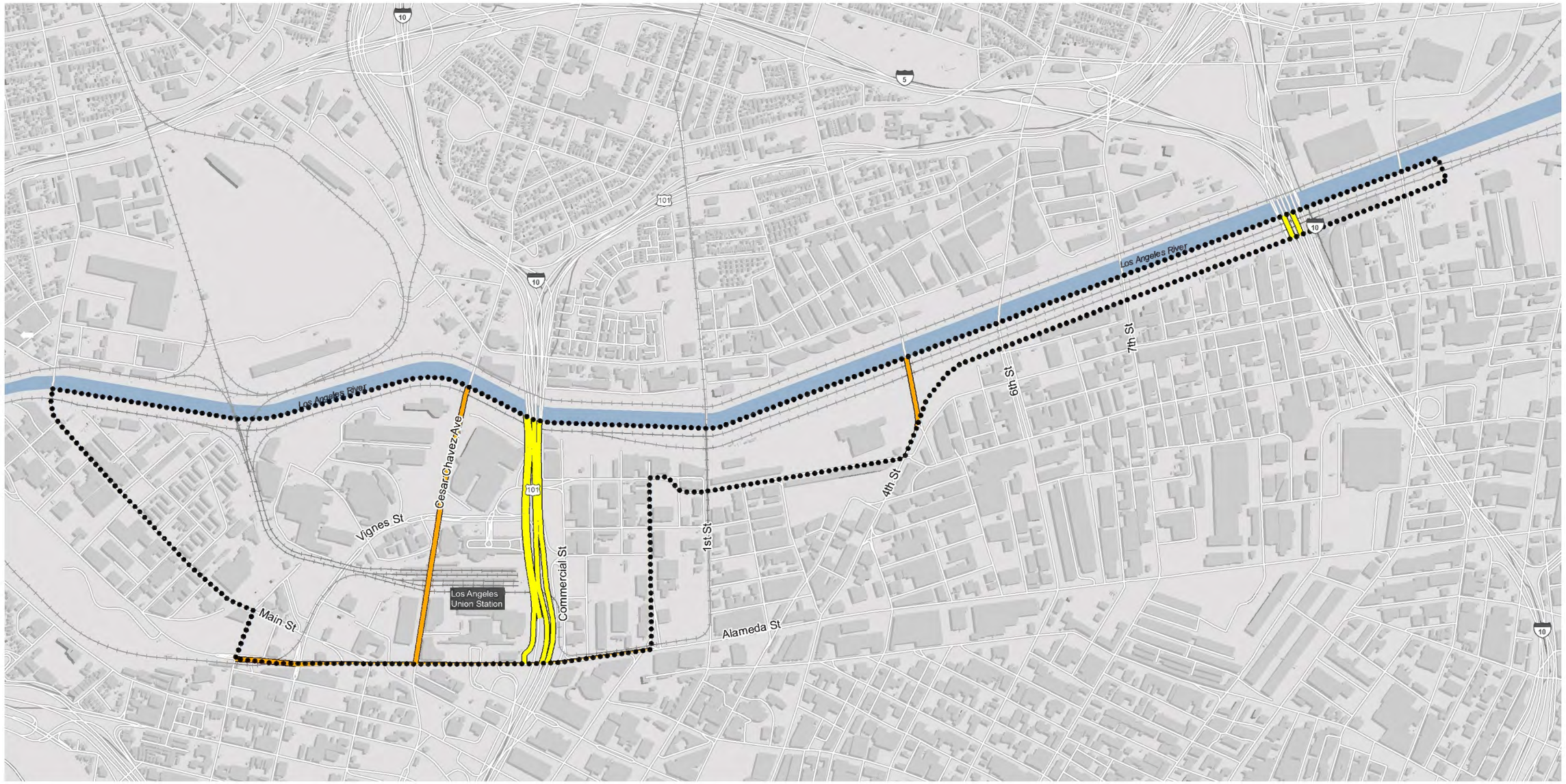

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Table 4-18 provides information on means of transportation to work for populations at the County, City, and local level.

Table 4-18. Means of Transportation to Work

Geographic Area	Vehicular (%)	Public Transit (%)	Bicycle (%)	Walk (%)	Other Means (%)	Worked at Home (%)
County of Los Angeles	83	7	1	3	1	5
City of Los Angeles	77	11	1	4	1	6
Planning Area Census Tracts						
Census Tract 2060.10	61	15	0	8	13	3
Census Tract 2060.20	70	16	0	8	6	0
Census Tract 2060.31	71	7	3	2	3	14
Census Tract 2071.02	65	9	0	14	8	4
Census Tract 2071.03	58	10	0	24	6	3
Project Study Area Affected Census Block Groups						
Census Tract 2060.10 (Block Group 2)	58	14	0	9	19	0
Census Tract 2060.20 (Block Group 1)	70	16	0	8	6	0
Census Tract 2060.31 (Block Group 1)	74	6	2	2	2	12
Census Tract 2060.31 (Block Group 2)	61	11	7	1	0	20
Census Tract 2071.02 (Block Group 1)	65	9	0	14	8	4
Census Tract 2071.03 (Block Group 2)	59	8	0	24	3	5

Source: United States Census Bureau 2014

As summarized in Table 4-18, the main means of transportation for the majority of workers in the planning area (at both the census tract and block group level) is vehicular (e.g., car, truck, or van), similar to that identified for the City. While the majority of workers commute via vehicular means within the planning area, other means of transportation, such as public transit and non-motorized transportation (e.g., bicycling and walking), make up a greater percentage when compared to the City. Census Tracts 2060.10 and 2060.20 have a greater percentage of the population commuting via public transit and walking, while Census Tract 2060.31 has a higher percentage of the population commuting via bicycle and working at home. Census Tracts 2071.02 and 2071.03 have a greater percentage of the population commuting via walking and other means.

At the census tract block group level, two block groups in the planning area have relatively high percentages of workers that work from home (in the Arts District), ranging from 12 to 20 percent. Two block groups in

Chinatown also have relatively high percentages of people who walk, ranging from 14 to 24 percent; and who carpool, ranging from 17 to 19 percent. Lastly, two block groups have relatively high percentages of workers who take public transportation, ranging from 14 to 16 percent (in Mission Junction and the block group where LAUS is located).

As summarized in Table 4-19, most of the commuters in the planning area have a commute time of 44 minutes or less.

Table 4-19. Commuter Time Characteristics

Geographic Area	Total Commuter Population	Commute Time				
		0 -14 minutes (%)	15 - 29 minutes (%)	30 – 44 minutes (%)	45 – 59 minutes (%)	More than 60 minutes (%)
County of Los Angeles	4,209,898	19.2	33.6	25.2	10	12%
City of Los Angeles	1,674,199	17.7	33.9	27	10	11.6
Planning Area Census Tracts						
Census Tract 2060.10	1,022	17.6	39.7	37.4	4	1.7
Census Tract 2060.20	262	17.6	24.8	45.4	7	5.3
Census Tract 2060.31	1,748	21.5	40.6	23.1	9	5.4
Census Tract 2071.02	677	15.4	42.4	25.7	8	8.7
Census Tract 2071.03	732	18.7	32.7	35	9	4.5
Project Study Area Affected Census Block Groups						
Census Tract 2060.10 (Block Group 2)	272	17.2	36.8	46	0	0
Census Tract 2060.20 (Block Group 1)	262	17.6	24.8	45.4	7	5.3
Census Tract 2060.31 (Block Group 1)	1,398	21.6	42.7	22.9	8	4.8
Census Tract 2060.31 (Block Group 2)	350	21.1	32.2	24	15	8
Census Tract 2071.02 (Block Group 1)	677	15.4	42.4%	25.7	8	8.7
Census Tract 2071.03 (Block Group 2)	423	19.4	23.4	43.9	8	5

Source: United States Census Bureau 2014

LAUS is the central hub for regional transportation in Los Angeles and throughout Southern California, providing direct linkages for travelers who may live outside of the project study area to take public transit to access LAUS via Metro bus and rail systems, Metrolink commuter trains, and Amtrak intercity and long-distance trains.

Identifying transit dependent populations is an important tool for determining where new transit services should be provided or how existing systems can be modified to better serve the populations in need. Currently, there are no clear guidelines on how to calculate a single value that represents those that are transit dependent. Groups often considered transit dependent include the elderly, the young, low-income individuals, and households without vehicles available. The census provides data on groups that may be considered transit dependent, but often these groups overlap. While presenting this information independently is useful, it is advantageous to have a composite value that describes where transit-dependent populations live. Rather than focus on why individuals are transit dependent, a more basic method is to determine where there is a limitation of vehicles available.

Areas that have the largest disparity between drivers and vehicles available are more likely to be transit dependent than areas that have nearly a one to one ratio between drivers and vehicles available. For those areas that do have a large disparity between drivers and vehicles available, there may be multiple reasons why this disparity exists. It could be due to age, income, mobility, or a combination of factors. The results, however, provide a more simplified way to determine where transit is most needed regardless of the individual's constraints.

The analysis conducted for transit-dependent populations is considered best for commuter rail or express bus planning since it focuses on the workforce population. For light rail and local bus planning, the inclusion of children that are dependent enough to use transit (age 12 to 15) and non-institutional group quarters populations has been considered. Table 4-20 provides a summary of transit dependent populations within the planning area.

Table 4-20. Transit Dependent Population (16 Years and Older within a Household)

Geographic Area	Population (Age 16 and Over)	Persons in Group Quarters	Household Drivers[1]	Autos Available	Transit-Dependent Population [2] (%)
County of Los Angeles	7,913,580	175,701	7,737,879	5,664,860	26.2
City of Los Angeles	3,103,574	83,928	3,019,646	2,070,084	30.6
Planning Area Census Tracts					
Census Tract 2060.10	2,128	29	2,099	894	56.6
Census Tract 2060.20	7,389	6,967	422	127	3.9
Census Tract 2060.31	2,920	156	2,764	2,378	13.2
Census Tract 2071.02	1,907	4	1,903	622	67.2
Census Tract 2071.03	1,742	19	1,723	704	58.5
Project Study Area Affected Census Block Groups					
Census Tract 2060.10 (Block Group 2)	762	0	762	237	68.9
Census Tract 2060.20 (Block Group 1)	7,389	6,967	422	127	3.9

Table 4-20. Transit Dependent Population (16 Years and Older within a Household)

Geographic Area	Population (Age 16 and Over)	Persons in Group Quarters	Household Drivers[1]	Autos Available	Transit-Dependent Population [2] (%)
Census Tract 2060.31 (Block Group 1)	2,099	0	2,099	1,876	10.6
Census Tract 2060.31 (Block Group 2)	821	156	665	502	19.9
Census Tract 2071.02 (Block Group 1)	1,907	4	1,903	622	67.2
Census Tract 2071.03 (Block Group 2)	1,027	19	1,008	530	46.5

Notes: Adapted from Calculating/Analyzing Transit Dependent Populations Using 2000 Census Data and geographic information system data by Todd Alan Steiss, Parsons Brinckerhoff.

[1] ***Household Drivers = Population Age 16 and over – Persons in Group Quarters***

[2] ***Transit-Dependent Population Percentage = (Household Drivers – Autos Available)/Population (Age 16 and Over)***

As summarized in Table 4-20, three of the planning area Census Tracts (Census Tracts 2060.10, 2071.02, and 2071.03) have higher percentages of transit-dependent populations (ranging from 58.5 percent to 67.2 percent) when compared to the City's transit-dependent population of 30.6 percent. At the census transit block group level, three of the census tract block groups also have higher percentages of transit-dependent populations (ranging from 46.5 to 68.9 percent) when compared to the City.

5.0 Impacts

5.1 Consistency with Applicable Plans, Policies, and Programs

Table 5-1 provides an evaluation of the project's consistency with applicable plans and programs.

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Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
FTIP		
Policy Guideline: Each project in the County Transportation Improvement Program submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with MAP-21. Each FTIP project must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP/SCS.	**Consistent**. The project is identified in the 2017 FTIP as Project LA0G1051 and is referred to as the Southern California Regional Interconnector Project. The project is consistent with the design concept and timely implementation as reflected in the adopted RTP/SCS. Therefore, the project is consistent with this policy guideline.	**Inconsistent.** The no project alternative would not result in any changes to existing conditions and would not implement the project as reflected in the adopted RTP/SCS.
California Transportation Plan 2040		
Goal 1: Improve multimodal mobility and accessibility for all people. *Policy 1: Manage and operate an efficient integrated system.* *Policy 3: Provide viable and equitable multimodal choices including active transportation* *Goal 5: Foster livable and healthy communities and promote social equity* *Policy 2: Integrate multimodal transportation and land use development.*	**Consistent**. From an overall regional perspective, the proposed project and build alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. The project study area is a designated as a high-quality transit area and transit priority area for the SCAG region, and could attract transit-oriented development to the immediate area surrounding LAUS. Furthermore, the proposed project or the build alternative would contribute to meeting the state's greenhouse gas emission reduction goals.	**Inconsistent.** The no project alternative would not result in any changes to existing conditions and would not implement the vision as reflected in the adopted plan.
2018 California State Rail Plan		
2027 Mid-Term Plan – Regional Goal: Los Angeles Urban Mobility Corridor *Provide run-through service at LAUS as part of the Link Union Station program, allowing for the restructuring of intercity and regional services passing through LAUS, covering local and express stations throughout the region on at least a half-hourly basis (local stops) and hourly basis (express stops).*	**Consistent.** The proposed project and build alternative would result in a more efficient transportation system by replacing the stub-end tracks station with a run-through tracks station. The project would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at LAUS, and improved on-time performance for trains using LAUS. Therefore, the proposed project and build alternative would be consistent with this goal.	**Inconsistent.** The no project alternative would not result in any changes to existing conditions and would not provide run-through service at LAUS.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
California HSR 2018 Business Plan		
Objective 1: Initiate high-speed rail into passenger service as soon as possible.	**Consistent.** The planned HSR system would utilize LAUS as the station location in Los Angeles, between the Burbank to Los Angeles and Los Angeles to Anaheim project sections. The Link US design accommodates the planned HSR system by establishing a development footprint that accounts for regional/intercity rail improvements, as well as currently anticipated HSR-related infrastructure improvements.	**Inconsistent.** The no project alternative would not result in any changes to existing conditions and would not accommodate the planned HSR system.
LAUS Sustainable Neighborhood Assessment (Global Green USA 2014)		
Recommendation 2: Neighborhood Connectivity *Action 1: Pedestrian Accommodations. Upgrade walkability features in and around Union Station to provide connections to surrounding communities and foster an environment of inclusion and safety for pedestrians.* *Action 2: Cycling Facilities. Introduce cycling accommodations in the area immediately surrounding Union Station and connect this network to Downtown's existing cycling infrastructure.*	**Inconsistent**. The proposed project and build alternative do not include pedestrian accommodations, cycling facilities, or linkages for pedestrians and cyclists in or around LAUS. New run-through track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections to the Los Angeles River; particularly connections from LAUS to the Los Angeles River. Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS, and facilitate cycling and walking the in the project study area.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with these recommendations and associated actions.
Recommendation 3: River Connections *Action 1: Explore pedestrian linkages between the east side of Union Station to the Los Angeles River*	**Inconsistent.** Although parcels south of LAUS would be acquired to facilitate construction of the run-through track infrastructure south of LAUS, the proposed project and build alternative do not provide a pedestrian linkage between the east side of LAUS to the Los Angeles River. New run-through track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections	

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
	to the Los Angeles River; particularly connections from LAUS to the Los Angeles River. Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS, and facilitate cycling and walking the in the project study area. Mitigation Measure LU-1 would require Metro to implement infrastructure improvements that would provide future connections from LAUS to the Los Angeles River that could include, but not limited to, the following: • Dedicated bicycle/pedestrian bridge over US-101 from LAUS to the Los Angeles River • New bicycle lanes along Commercial Street between Garey Street and Alameda Street.	
Southern California Association of Governments 2004 Growth Vision Report (SCAG 2004)		
Principle #1: Improve mobility for all residents. Encourage transit-oriented development. Promote a variety of travel choices.	**Consistent**. From an overall regional perspective, the proposed project and build alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. The project study area is a designated high-quality transit area and transit priority area for the SCAG region, and could attract transit-oriented development to the immediate area surrounding LAUS. Therefore, the project and build alternative would be consistent with this principle.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this principle.
Southern California Association of Governments 2008 Regional Comprehensive Plan		
Transportation Goal: A more efficient transportation system that reduces and better manages vehicle activity.	**Consistent.** The proposed project and build alternative would result in a more efficient transportation system by replacing the stub-end tracks station with a run-through tracks station. Therefore, the proposed	**Inconsistent.** The no project alternative would not achieve the transportation efficiencies projected to result with the project and would be inconsistent with this transportation goal.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
	project and build alternative would be consistent with this goal.	
Security and Emergency Preparedness Goal: Ensure transportation safety, security, and reliability for all people and goods in the region.	**Consistent.** Implementation of the proposed project and build alternative would include upgrades and improvements to safety and security systems at LAUS. The proposed project and build alternative would be consistent with this goal.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this goal.
Southern California Association of Governments 2016-2040 RTP/SCS		
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** From an overall regional perspective, the proposed project and build alternative would expand existing transportation options, foster multimodal connectivity throughout the region. Therefore, the proposed project and build alternative would be consistent with this goal.	**Inconsistent.** The no project alternative would not achieve the transportation improvements projected to result under the project and would be inconsistent with the RTP/SCS.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** Implementation of the proposed project and build alternative would include upgrades and improvements to safety and security systems at LAUS. The project and build alternative would be consistent with this goal.	**Inconsistent.** The no project alternative would not achieve the transportation improvements projected to result with the project.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent**. The proposed project and build alternative would include implementation of several infrastructure improvements that would facilitate future active transportation infrastructure improvements to be implemented by the City of Los Angeles. In addition, the project would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled as demonstrated by the 2016 RTP/SCS. The proposed project and build alternative would be consistent with this goal.	**Inconsistent.** The no project alternative would not achieve the transportation improvements or regional benefits projected to result with the project.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
Metro's 2010 Congestion Management Program		
Goals: To link local land use decisions with their impacts on regional transportation and air quality; and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.	**Consistent.** The proposed project and build alternative would improve operational efficiencies at LAUS, and would therefore enhance transit access, resulting in improvements to regional transportation and air quality. Throughout project development, Metro has partnered with several transportation organizations, including CalSTA, California High-Speed Rail Authority, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel. Therefore, the proposed project and build alternative would be consistent with these goals.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this goal.
Metro's Connect US Action Plan (Metro 2015a)		
Objective 3: Provide basic pedestrian and bicycle facilities to allow people to safely walk, bike and use transit in the study area.	**Consistent.** The proposed project and build alternative would include implementation of several infrastructure improvements that would support the objectives of the Connect US Action Plan. Therefore, the proposed project and build alternative would be consistent with this objective.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this objective.
Metro's 2006 Bicycle Transportation Strategic Plan (Metro 2006)		
Objective I. Bicycle Planning and Funding: Provide Visionary Leadership in Planning and Funding Projects and Programs that Improve Access and Mobility *Strategy 3: To incorporate bicycle accommodation in Metro-funded and Metro-led transportation projects.* *Objective II. Bicycle Parking: Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential and Transit Locations.*	**Consistent.** The proposed project and build alternative would include implementation of several infrastructure improvements that would accommodate bicycle amenities. Bicycle parking amenities would also be incorporated into the design of the new passenger concourse. Therefore, the proposed project and build alternative would be consistent with these objectives and strategies.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with these objectives and strategies.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
Strategy 3: To implement bicycle parking design and management. *Action Step a): Install bicycle racks in close proximity to station entrances and transit stops to increase rack use.* *Objective III. Bikes-to-Transit: Improve Bicycle Access to Transit Systems* *Strategy 1: To improve bicycle access to existing and future bike-transit hubs.*		
City of Los Angeles Mobility Plan 2035		
Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users. *Policy 2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.* *Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station and the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.*	**Inconsistent**. The proposed project and build alternative would include implementation of run-through track infrastructure to enhance rail and passenger operations at LAUS, and includes several infrastructure improvements that would accommodate future complete streets design elements; however the project does not include designs for pedestrian and bicycle travel along the new alignment of the proposed run-through tracks south of LAUS (Policy 2.12). Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS, and facilitate cycling and walking in the project study area.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with these goals.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
Los Angeles River Revitalization Master Plan		
The Los Angeles River Revitalization Master Plan includes plans to construct a continuous river greenway providing a pedestrian and bicycle path along the Los Angeles River. The Master Plan identifies Commercial Street between Alameda and Center Street as a future Primary Local Green Street and neighborhood gateway portal to the Los Angeles River. The Green Street standards emphasize multimodal transportation infrastructure that accommodates the needs of pedestrians, bicyclists, other non-motorized transportation users. Recommendation 4.12 calls for the continued development of non-motorized transportation and recreation elements including bicycle and pedestrian paths and multi-use trails in the river and tributary rights-of-way. Recommendation 5.5 calls for the safe non-motorized routes between the river and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the River	**Inconsistent**. An embankment would be constructed to support the regional/intercity rail run-through tracks and HSR run-through tracks from Vignes Street to the west side of Center Street where Commercial Street currently exists, thereby requiring realignment of Commercial Street. Bents supporting the US-101 viaduct are also proposed in this area. Commercial Street would be realigned to the north, away from the run-through track embankment south of LAUS and designed to support green street standards; however, the proposed project and build alternative do not include a non-motorized route from LAUS to the Los Angeles River, and proposed infrastructure may conflict with the vision of a neighborhood gateway portal to the Los Angeles River. Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the project study area.	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this plan.
City of Los Angeles Framework Element		
Goal 3K: Transit stations to function as primary focal point of the City's development.	**Consistent.** A new passenger concourse at LAUS is proposed to serve as a modern multimodal station into the future to improve the efficiency of the station and accommodate future growth and transportation demands in the region. The improvements to LAUS could attract additional development to the area by increasing access, improving operational efficiencies, and including transit-serving retail amenities in the new	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this goal.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
	passenger concourse. Therefore, the proposed project and build alternative would be consistent with this goal.	
City of Los Angeles General Plan Land Use Element - Central City North Community Plan		
Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. *Policy 10-1.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.* *Policy 10-2.5: Encourage the transformation of Broadway Downtown to include the adaptive reuse of historic buildings for arts, cultural, entertainment, restaurant, and retail uses as well as infrastructure improvements such as sidewalk rebuilding and streetscape and landscape improvements in conjunction with major public transit expenditures.* *Policy 11-7.11: Transit system capacity must be increased to match increases in future demand for transit usage.* *Goal 13: A system of safe, efficient, and attractive bicycle and pedestrian routes.* *Objective 13-1: To promote an adequate system of bikeways for commuter, school, and recreational use.* *Policy 13-1.1: Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas, and employment centers.* *Policy 13-1.3: Assure that local bicycle routes are linked with the routes of neighboring areas of the City.*	**Consistent.** From a regional perspective, the proposed project and build alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. Throughout project development, Metro has partnered with several transportation organizations, including CalSTA, California High-Speed Rail Authority, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel. Therefore, the proposed project and build alternative would be consistent with these goals, policies, and objectives.	**Consistent.** Although the no project alternative would not achieve the transportation enhancements projected to result with the project, the no project alternative would not result in any changes to existing conditions, and would therefore not conflict with these goals, policies, and objectives.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
Objective 13-2: To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.		
City of Los Angeles General Plan Land Use Element - Central City Community Plan		
GOAL 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. *OBJECTIVE 10-1: To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high-occupancy vehicle facilities and rail facilities.* *Policy 10-1.1: Coordinate with the Metropolitan Transit Authority to improve local bus service to and within the Central City North community and on a Bus Restructuring Program for the area.* *Policy 10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.* *Policy 10-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population.* *Policy 11-7.11: Transit system capacity must be increased to match increases in future demand for transit usage.*	**Consistent.** The proposed project and build alternative would improve operational efficiency, capacity, flexibility, and connectivity for trains using LAUS, improve pedestrian access to the train platforms and capacity for passengers connecting to various transit/rail services at LAUS, and enhance the mobility of senior citizens, disabled persons, and transit dependent populations. Therefore, the proposed project and build alternative would be consistent with these goals, policies, and objectives.	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with these goals, policies, and objectives. However, this alternative would not achieve the transportation improvements projected to result under the proposed project.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
ADSP		
The ADSP encourages continued and expanded development of LAUS as a major transit hub for the region. *Goal 10: B. Assure orderly development and appropriate capacity of public facilities for the intensity and design of development by establishing general procedures for development within the Specific Plan area* The specific plan also includes the following provisions for pedestrian connections: Pedestrian connections shall be constructed on the LAUS property leading to the old plaza of Olvera Street and the Unites States Postal Terminal Annex property. Pedestrian connections shall be constructed from the Unites States Postal Terminal Annex property to LAUS and to Chinatown. Pedestrian connections shall be constructed with lighting, landscaping, hardscape improvements, and directional signs to encourage pedestrian use.	**Consistent.** The proposed project and build alternative are consistent with the provisions of the ADSP relative to enhanced multimodal connectivity and pedestrian connections. Project related construction would avoid direct impacts on the historic passenger concourse at LAUS and the Terminal Annex. Although Metro is authorized by the State of California to develop its property under its enabling legislation (Assembly Bill 152) and Public Utilities Code 30631a, based on information from City of Los Angeles Department of City Planning, development capacity exists within the overall development cap under the ADSP[1]. The Phase II development cap is 7,053,700 square feet and approximately 5,993,681 square feet remains. Although not specially mentioned in the ADSP, based on this available square footage, the development of up to 600,000 square feet transit space, including up to 160,000 square feet of transit-serving retail use, would be consistent with the development envisioned under the ADSP. In addition to the development square footage cap, the ADSP also includes a trip generation cap that represents the maximum number of trips that are allowed to be generated by the development contained in the ADSP. The total operational trip cap (Phase I and Phase II combined) is 3,385 peak hour trips.	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this plan. However, this alternative would not achieve the transportation improvements projected to result under the project and would not provide the transit capacity needed to fully realize the development contemplated.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
Cornfield Arroyo Seco Specific Plan (City of Los Angeles, Department of City Planning 2012)		
The purpose of the specific plan is to convert the plan area into a compact, livable, walkable mixed-use, public transit-focused neighborhood.	**Consistent.** The proposed project would not result in changes to existing land uses or infrastructure that would conflict with the initiatives of the specific plan. With the exception of the reconfiguration of Bolero Lane associated with the build alternative, no other infrastructure is proposed in the specific plan area that would affect walkability or transit focused development. The roadway modifications on Bolero Lane (build alternative only) are proposed to maintain access for emergency vehicles, restore one lane of travel in either direction, restore on-street parking for residents, and accommodate sidewalks for pedestrians. Therefore, the proposed project and build alternative would be consistent with this plan.	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this plan. However, this alternative would not achieve the transportation improvements projected to result under the proposed project.
City of Los Angeles Overlay Districts		
RIO District: The RIO provides guidelines for new "complete" streets, and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are proposed. The RIO is intended to enable the City to better coordinate land use development along the 32-mile corridor of the Los Angeles River within the City's boundaries.	**Inconsistent.** New run-through track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections to the Los Angeles River; particularly connections from LAUS to the Los Angeles River. Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS, and facilitate cycling and walking the in the project study area. Mitigation Measure LU-1 would require Metro to provide future connections from LAUS to the Los Angeles River that could include, but not limited to, the following infrastructure improvements: • Dedicated bicycle/pedestrian bridge over US-101 from LAUS to the Los Angeles River	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with the RIO District. However, this alternative would not achieve the transportation improvements projected to result under the proposed project.

Table 5-1. Consistency with Applicable Plans, Policies, and Programs

Policy/Goal	Proposed Project and Build Alternative	No Project Alternative
	• New bicycle lanes along Commercial Street between Garey Street and Alameda Street.	
CA District: The CA District is intended to provide enclaves whereby the artisan segments of the population may live, and create and market their artifacts. Artcraft activities, combined with commercial and residential uses, are permitted in the CA District.	**Consistent.** By enhancing transit access in the area, the proposed project and build alternative could attract mixed-use, transit-oriented development, which would be allowed in this district, as long as development is constructed pursuant to district standards. Therefore, the proposed project and build alternative would not conflict with the standards and guidelines of this district, or induce additional development that would conflict with the intent of the overlay district.	**Consistent.** The no project alternative would not result in any changes to existing conditions, and would therefore not conflict with this overlay district. However, this alternative would not achieve the transportation improvements projected to result under the proposed project.

Notes:

[1] ***Phase I of the ADSP includes a total of 3,362,000 square feet of adaptive reuse and development and Phase II adds 7,500,000 square feet (City of Los Angeles, Department of City Planning 1996; City of Los Angeles, Department of City Planning 2009; SCAG 2014)***

ADSP=Alameda District Specific Plan; CA=Commercial and Artcraft; Caltrans=California Department of Transportation; FTIP=Federal Transportation Improvement Program; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; RIO=River Improvement Overlay; RTP/SCS=Regional Transportation Plan/Sustainable Communities Strategy; SCAG=Southern California Association of Governments

Although Metro is authorized by the State of California to develop its property under its enabling legislation (AB 152) and Public Utilities Code 30631a, an evaluation was conducted in the context of whether the proposed project and build alternative would meet the overall intent of the City's applicable planning documents.

The proposed project and build alternative are generally consistent with the plans and policies that encourage sustainable design of public facilities, integrated expansion of new land uses with enhanced transportation options, and increased rail service in the Southern California. In addition to supporting Metrolink's implementation of the SCORE Program, the project and build alternative are necessary to implement the goals and objectives of multiple planning documents that guide future growth in rail operations, including the following:

- California Transportation Plan 2040 (Caltrans 2016)
- 2016 Regional Transportation Plan/Sustainable Communities Strategy (SCS/RTP) (SCAG 2016)
- 2018 California State Rail Plan (Caltrans 2018)
- 2018 Business Plan (California High-Speed Rail Authority 2018)

As described within the 2016 RTP/SCS, Link US would improve rail service and safety for Metrolink and the Los Angeles-San Diego-San Luis Obispo rail corridor, and it would also provide interconnectivity to the planned HSR system, making it an attractive alternative to congested highways. The 2016 RTP/SCS identifies improvements at LAUS as a critical first step in the implementation of regional transportation solutions. From a regional perspective, the proposed project and build alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. LAUS is identified as a high-quality transit area and transit priority area within the 2016 RTP/SCS, and Link US is specifically identified as the number one future transit improvement for the region.

At the local level, the proposed project and build alternative would achieve Purpose B of the ADSP by providing continued and expanded development of the site, both as a major transit hub for the region and as a mixed-use development providing retail, tourism, and related uses. Likewise, the proposed project and build alternative would be consistent with Goal 10 of the Central City North Community Plan by developing a public transit system that improves mobility with convenient alternatives to automobile travel. The project may require the City of Los Angeles to implement certain discretionary actions and entitlements in accordance with adopted plans and policies to reflect the proposed modifications to the circulation network south of LAUS appropriately in the *City of Los Angeles Mobility Plan 2035*. The following plans and policies include provisions for active transportation and connections from LAUS to the Los Angeles River:

- The Los Angeles River Revitalization Master Plan identifies Commercial Street, between Alameda and Center Streets, as a future primary local Green Street and neighborhood gateway portal to the Los Angeles River. Green Streets standards emphasize multimodal transportation infrastructure that accommodates the needs of pedestrians, bicyclists, and other non-motorized transportation users.

- The Los Angeles River Design Guidebook establishes design recommendations for the neighborhoods identified in the Los Angeles River Revitalization Master Plan, including:
    - Providing safe pedestrian and bicyclist access to the Los Angeles River
    - Providing adequate sidewalks and buffers between pedestrians and vehicles/transit
    - Prioritizing pedestrian safety above other modes
- The City of Los Angeles Ordinance 183145 authorizes the River Improvement Overlay (RIO) Districts, which include the location of LAUS. The RIO Districts are intended to:
    - Support the goals of the Los Angeles River Revitalization Master Plan
    - Establish a positive interface between river adjacent property and river parks and/or greenways
    - Promote pedestrian, bicycle, and other multimodal connection between the river and its surrounding neighborhoods
    - Provide safe, convenient access to, and circulation along, the river
- The LAUS Sustainable Neighborhood Assessment objective is to improve the neighborhood's day-to-day sustainability and increase its resilience during future weather events. The assessment contains recommendations and associated actions prepared for the purpose of addressing:
    - Long-standing connectivity issues with the station's surroundings
    - Connections to, and the health of, the Los Angeles River
    - Implementation of green building techniques in the project study area (a portion of the LAUS study area is considered in the LAUS Sustainable Neighborhood Assessment)

The proposed project or the build alternative do not include a non-motorized route from LAUS to the Los Angeles River, and proposed infrastructure would conflict with the vision of a neighborhood gateway portal to the Los Angeles River as identified in the Los Angeles River Revitalization Master Plan. For this same reason, the proposed project or the build alternative would conflict with the RIO Overlay District guidelines, and two of the four recommendations and associated actions of the LAUS Sustainable Neighborhood Assessment, as summarized below:

- Recommendation 2 (Neighborhood Connectivity) – The project does not include pedestrian accommodations, cycling facilities, or linkages for pedestrians and cyclists in or around LAUS.
- Recommendation 3 (River Connections) – Although parcels south of LAUS would be acquired to facilitate construction of the run-through track infrastructure south of LAUS, the project does not provide a pedestrian linkage between the east side of LAUS to the Los Angeles River.

Furthermore, the proposed project would conflict with the *City of Los Angeles Mobility Plan 2035*, Policy 2.12 that includes recommendations to:

- Include walkway and bikeway facilities when installing a new bridge or exclusive transit ROW
- Provide safe connections between areas that are not directly accessible because of barriers such as rail lines and freeways

Based on these considerations, the project conflicts with plans that promote neighborhood sustainability, connectivity, and non-motorized connections from LAUS to the Los Angeles River This is considered a significant impact. As discussed in the *Traffic Impact Assessment* (HDR 2018), the project would also result in a significant impact due to the operational traffic delays anticipated at one intersection south of LAUS. Los Angeles Department of Transportation (LADOT) Traffic Impact Study Guidelines (LADOT 2016) require mitigation programs for impacts that are expected to be significant under CEQA to primarily aim to minimize the demand for trips by single-occupant vehicles by encouraging, promoting, and supporting the use of other sustainable modes of travel like public transit, walking, and bicycling. Consistent with LADOT Guidelines, Mitigation Measure LU-1 is proposed to improve connectivity between neighborhoods surrounding LAUS, and facilitate cycling and walking in the project study area. As identified in Mitigation Measure LU-1 and shown on Figure 5-1, future connections from LAUS to the Los Angeles River could include one or more of the following infrastructure improvements in the project study area:

- Dedicated bicycle/pedestrian bridge over US-101 from LAUS to the Los Angeles River
- New bicycle lanes along Commercial Street between Garey Street and Alameda Street

Upon implementation of Mitigation Measure LU-1, impacts would be reduced to a level less than significant.

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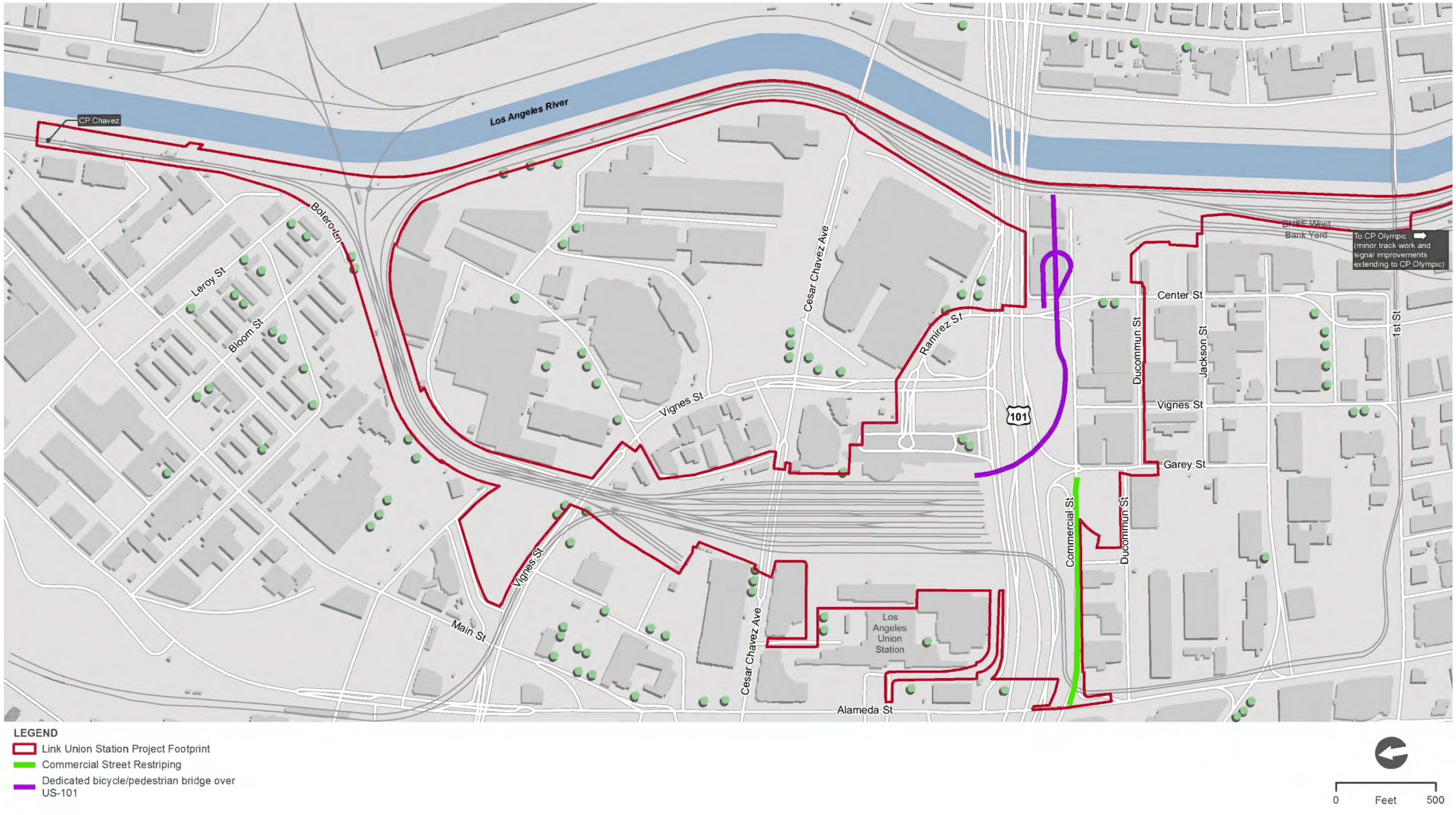
Figure 5-1. Active Transportation Improvement Options



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5.2 Parks and Recreational Facilities

The proposed project and build alternative would not impact parks in the project study area or require land from any publicly owned, publicly accessible parks or recreation areas. The proposed project and build alternative are not expected to generate an increase in population; therefore, construction and operation of the proposed project and build alternative would not result in increased use of existing neighborhood or regional parks. No deterioration of these facilities would result from construction.

5.3 Farmland/Timberland

There is no farmland or timberland located within the project study area. Implementation of the proposed project and build alternative would not impact farmland or timberland resources or agricultural/timberland land uses. Therefore, no temporary or permanent impacts or adverse effects associated with agricultural/timberland impacts would occur during construction or operation of the proposed project and build alternative.

5.4 Community Character and Cohesion

Community cohesion is the degree to which residents have a "sense of belonging" and a level of commitment to their neighborhood or a strong attachment to neighbors, groups, and institutions, usually because of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. Indicators of higher community cohesion include the following:

- Long average residency tenures
- Households of two or more people
- Other social factors, such as higher proportions of homeownership versus rentals, and single-family homes versus higher-density housing
- Shared interests (ethnic homogeneity, religious homogeneity, income strata)
- Substantial community activity
- Stay-at-home parents
- Higher proportions of seniors
- Pedestrian and handicap facilities
- Community facilities

Analysis of impacts on communities and neighborhoods includes an examination of disruption or division of existing communities; the potential need for new or altered government and public facilities from short- and long-term job creation; and the creation of physical, social, or perceived barriers within an established community or neighborhood.

To conduct this analysis, a two-step process was utilized to determine if community character or cohesion is impacted.

- The first step is to determine the level of existing community cohesion within the project study area. This is accomplished by looking at information provided by census data for the various factors above, where such information is available. Table 5-2 provides a summary of community cohesion indicators for the project study area and planning area.
- Once the level of community cohesion is identified from these data points, the analysis identifies if the project results in changes to the existing community cohesion level. Impacts on community cohesion generally depend on whether a project is likely to create a barrier or disrupt connectivity of a community. Either of these can be a result of disruptions in access or residential and nonresidential acquisitions.

In Segment 1, construction activities would occur primarily within the railroad ROW in portions of Census Tract 2060.20 and Census Tract 2060.10. Census Tract 2060.10 General Plan land uses include Hybrid Industrial, Public Facilities, and Regional Center Commercial uses and a pocket of residential uses, which consists of William Mead Homes. Based on U.S. Census data, there are indicators of moderate community cohesion present within Census Tract 2060.10 (moderate percentage of the population that has a household of two or more people, high ethnic homogeneity, and a higher percentage of senior citizens). However, during field surveys conducted in April 2016 and multiple outreach activities conducted with elected officials and residents of the community, community cohesion in this area was determined to be high, primarily due to the presence of children observed in open areas of William Mead Homes, the number of low-rise residential units located near community facilities, and the presence and involvement of community members within the William Mead Homes complex.

The proposed project would not permanently encroach into the William Mead Homes property nor would it separate or sever residential populations from existing community facilities in the area or create any new barriers that would divide the existing community, either during project construction or operation. The build alternative would require encroachment into the William Mead Homes property to facilitate construction of dedicated tracks for the planned HSR system and associated infrastructure. The partial ROW acquisition under the build alternative would result in a change of access via Bolero Lane (which provides vehicular access to several buildings along the southerly portion of the William Mead Homes complex), potential removal of parking spaces, portions of a laundry drying facility, and a sliver of a baseball field within the complex. Although construction associated with the build alternative would occur in an area with potentially high community cohesion, construction activities would not divide the William Mead Homes community or create a barrier, because improvements would be constructed along an existing physical barrier (railroad tracks/fencing) at the rear of the property. The construction that would occur within Census Tract 2060.10 would not separate or sever residential populations from existing community facilities in the area or create any new barriers that would divide the existing community.

Table 5-2. Summary of Community Cohesion Factors

Geographic Area	Long Average Residency Tenures	Households of Two or More People	Home Ownership Versus Rental	Single Family Homes Versus Higher Density Housing	Ethnic Homogeneity	Higher Percentage of Seniors
Planning Area Census Tracts						
Census Tract 2060.10	Moderate – 20% population moved in less than 5 years ago; 39% population moved in between 5 and 14 years ago	Moderate – 14.0% population is single household	Low – 87% population rents	Moderate – 68% multifamily housing	Moderate – 52.5% Hispanic or Latino	Moderate – 12% of population
Census Tract 2060.20	Low – 65% population moved in less than 5 years ago; 35% population moved in between 5 and 14 years ago	High – 1.0% population is single household	Low – 97% population rents	Low – 94% multifamily housing	High – 79% Hispanic or Latino	Low – 3% of population
Census Tract 2060.31	Moderate – 48% population moved in less than 5 years ago; 45% population moved in between 5 and 14 years ago	Moderate – 30% population is single household	Moderate – 60% population rents	Low – 94% multifamily housing	Low	Low – 5% of population
Census Tract 2071.02	Moderate, 17% population moved in less than 5 years ago; 67% population moved in between 5 and 14 years ago	Moderate – 18% population is single household	Low – 98% population rents	Low – 94% multifamily housing	High – 84.8% Asian	High – 35% of population
Census Tract 2071.03	Moderate – 32% population moved in less than 5 years ago; 38% population moved in between 5 and 14 years ago	Moderate – 14% population is single household	Low – 98% population rents	Low – 86% multifamily housing	High – 83.6% Asian	Moderate – 17% of population
Project Study Area Affected Census Block Groups						
Census Tract 2060.10 (Block Group 2)	NA	Moderate – 16.08% population is single household	Low – 100% population rents	Low – 100% multifamily housing	High – 84% Hispanic or Latino	Moderate – 16% of population

Table 5-2. Summary of Community Cohesion Factors

Geographic Area	Long Average Residency Tenures	Households of Two or More People	Home Ownership Versus Rental	Single Family Homes Versus Higher Density Housing	Ethnic Homogeneity	Higher Percentage of Seniors
Census Tract 2060.20 (Block Group 1)	NA	High – 1.07% population is single household	Low – 97% population rents	Low – 98% multifamily housing	Low – 35% Black or African American, 79% total minority	Low – 3% of population
Census Tract 2060.31 (Block Group 1)	NA	Moderate – 24.74% population is single household	Moderate – 56% population rents	Low – 97% multifamily housing	Moderate – 54% Asian	Low – 5% of population
Census Tract 2060.31 (Block Group 2)	NA	Low – 44.01% population is single household	Low – 71% population rents	Low – 95% multifamily housing	Low – 43% Asian, 63% total minority	Low – 6% of population
Census Tract 2071.02 (Block Group 1)	NA	Moderate – 17.57% population is single household	Low – 97% population rents	Low – 98% multifamily housing	High – 85% Asian	High – 35% of population
Census Tract 2071.03 (Block Group 2)	NA	Moderate – 17.91% population is single household	Low – 98% population rents	Low – 93% multifamily housing	High – 84% Asian	Moderate – 17% of population

Notes:
NA=not applicable

In Segment 2, construction activities would occur in a portion of Census Tract 2060.20. Census Tract 2060.20 General Plan land uses include Regional Center Commercial, Public Facilities (two jail facilities), and pockets of Heavy Manufacturing. The Mozaic Apartments are also present in Segment 2 at LAUS. Based on U.S. Census data and as summarized in Table 5-2, there are indicators of higher community cohesion present within Census Tract 2060.20 (high percentage of the population that has a household of two or more people and a high ethnic homogeneity [79 percent Hispanic]); although, during field surveys conducted in 2016, community cohesion was determined to be low, primarily due to the dominance of transportation-related uses in the area and lack of residential uses, community facilities, and places to congregate (with exception of LAUS itself). The construction that would occur within Census Tract 2060.20 would not separate or sever residential populations from existing community facilities in the area or create any new barriers that would divide the existing community.

In Segment 3, run-through track infrastructure would be constructed within Census Tract 2060.31. Other construction activities in Segment 3 would be primarily located east of Center Street in an industrial area with heavy rail infrastructure present, also within Census Tract 2060.31. Census Tract 2060.31 includes Commercial Manufacturing, Heavy Manufacturing, and Public Facilities uses with pockets of residential uses, such as the One Santa Fe Apartment complex and Newberry Lofts. Based on U.S. Census data and as summarized in Table 5-2, Census Tract 2060.31 has low to moderate indicators of community cohesion. During field surveys conducted in April 2016, community cohesion in this area was determined to be low, primarily due to the lack of residential uses, community facilities, and places to congregate. Although full closure of certain portions of Commercial Street and Center Street would be required during some phases of construction, these closures would not adversely impact the existing cohesion or connectivity of the community within Census Tract 2060.31, as no community facilities or residential populations are located in the impacted area(s). Throughout operation, Commercial Street would be realigned to maintain east/west connectivity.

An extensive community outreach process is ongoing that involves input from multiple public agencies, stakeholders, and the public to avoid impacts on the human and natural environments. Community concerns and comments have been expressed throughout the design process, and the project design was refined as much as possible to address the community's concerns to maintain community character and cohesion within the project study area.

5.5 Division of Established Communities

The proposed project and build alternative are located in an urbanized environment with a heavy presence of existing transportation infrastructure and commercial and industrial land uses. Residential communities located in the project study area include the William Mead Homes complex (Segment 1: Throat Segment), Mozaic Apartments (Segment 2: Concourse Segment), and One Santa Fe Apartments (Segment 3: Run-Through Segment). The proposed project and build alternative would be constructed mostly within the existing railroad ROW and none of these residential communities, or any other established communities, are located within the project footprint(s). Therefore, the proposed project or the build alternative would not physically divide an established community, and no impact would occur.

Once in operation, the proposed project and build alternative would be located in an urbanized environment with a heavy presence of existing transportation infrastructure, including the existing railroad ROW in Segment 1; the rail yard and LAUS facilities in Segment 2; and the US-101, BNSF West Bank Yard and other rail-related infrastructure in Segment 3. In Segment 2, all proposed infrastructure would occur within the general limits of LAUS on agency-owned property. The two areas where infrastructure is proposed outside of existing transportation ROWs include Bolero Lane, near William Mead Homes, (build alternative only) and Commercial Street, east of Garey Street, (proposed project and build alternative). Neither the proposed project nor the build alternative would divide established communities. Therefore, no impact would occur.

- *William Mead Homes Area* - Under the proposed project, no impacts would occur outside of the railroad ROW in Segment 1. Under the build alternative, Bolero Lane is proposed to be modified; this may result in modifications to neighboring City streets including Leroy Street and Bloom Street near the rear (easternmost extent) of William Mead Homes. Metro is considering multiple geometric modifications to Bolero Lane in a manner that would meet fire access requirements, maintain pedestrian connectivity along adjacent sidewalks, and accommodate potential replacement parking for residents. This established community would not be divided because long-term vehicular and pedestrian/bicycle access would be maintained adjacent to the community. The lead tracks proposed along the eastern extent of the complex may result in modifications to existing facilities at the complex; however, upon implementation of the project, no portion of this complex or surrounding community would be divided.
- *Commercial Street Area* - The proposed embankment south of LAUS would result in realignment of Commercial Street closer to US-101, where vacant property and staging areas currently exist. Realignment of Commercial Street is proposed to avoid large columns within the center of Commercial Street, fulfill complete streets initiatives south of LAUS along the affected portion of Commercial Street, and enhance opportunities for future redevelopment on parcels south of LAUS with adequate vehicular access and connectivity consistent with applicable community plans. Design elements integrated into the realignment of Commercial Street would also optimize public safety and fulfill complete streets initiatives for the affected portion of Commercial Street in Segment 3. Due to this proposed reconfiguration of Commercial Street maintaining east/west connectivity, the project would not physically divide established communities.

Impacts are considered less than significant.

5.6 Community Facilities and Public Services

No community facilities within the project study area would be relocated or acquired during construction or operation; therefore, no impacts on community facilities are anticipated.

During construction, increased traffic congestion caused by construction vehicles and access disruptions, such as road closures or road construction, could impact emergency response times for fire trucks and emergency service providers; however, these disruptions are expected to be temporary and intermittent. Similar impacts on law enforcement services could also occur with implementation of the proposed project and build alternative, thereby further affecting response times. This is considered a significant impact. Mitigation Measure TR-1 would reduce impacts to a level less than significant.

During operation, no impacts on fire protection and/or law enforcements service ratios are anticipated because the proposed project and build alternative would not result in substantial population growth. The proposed project and build alternative would be constructed in accordance with all applicable fire codes set forth by the State Fire Marshall and Los Angeles Fire Department. The proposed project and build alternative are located in a portion of the city with higher than average Los Angeles Fire Department service coverage and fire flow levels are more than adequate. The project engineering team is coordinating with the Los Angeles Fire Department to ensure fire/life safety issues are adequately addressed as part of the design of the project. The Los Angeles Fire Department, LASD, and Los Angeles Police Department already service the project study area, and because the proposed project and build alternative are not anticipated to cause a substantial demand for fire protection and law enforcement, the proposed project and build alternative are not anticipated to directly or indirectly impact service ratios, response times, or other performance objectives throughout operation. Impacts are considered less than significant.

5.7 Utilities and Communications

The proposed project and build alternative would require the relocation, extension, and/or abandonment of some of the existing subsurface and overhead crossing utilities (i.e., water, sewer, storm drain, power, gas, fiber optic, and telephone lines). Sub-transmission (34.5 kilovolt) and distribution lines may also be removed and/or relocated to accommodate proposed infrastructure improvements.

Major water lines in the project study area that would impacted are described below:

- Segment 1: Throat Segment – There is a 12-inch water line in Vignes Street and 12-inch and 16-inch water lines in Cesar Chavez Avenue.
- Segment 2: Concourse Segment – There is a 36-inch water line located in Alameda Street with a 20-inch water line that tees off to serve LAUS and the rail yard platform area.
- Segment 3: Run-Through Segment – There is a combination of 8-inch and 12-inch water lines that traverse the Commercial Street corridor. There is also an 8-inch water line located in Center Street.

Major sewer lines located in the project study area that would be impacted are described below:

- Segment 1: Throat Segment – There is a 27-inch sewer line in Cesar Chavez Avenue.
- Segment 2: Concourse Segment – There are 30-inch and 16-inch sewer lines in Alameda Street with an 8-inch private sewer line connection that serves LAUS. There is an 8-inch sewer line serving the Metro Gateway Building off Vignes Street. There is also an 8-inch sewer line that crosses the railroad at College Street and turns south toward Vignes Street running adjacent to the railroad property line.
- Segment 3: Run-Through Segment – There is an 8-inch sanitary sewer line in Commercial Street along with a 6-inch sanitary sewer line in Center Street.

All utility work would be conducted in accordance with applicable utility design criteria and engineering standards. The relocation of utilities and general construction work around underground utility lines during project construction could require intermittent disruptions to utilities that could impact surrounding communities. However, utility disruptions would be scheduled and coordinated with the City and local utility providers to ensure such disruptions would not substantially impact the surrounding communities.

The proposed project and build alternative would require increased water, sewer, and power service for the new passenger concourse, associated retail space, and new platform areas. Increased water service would be required for fire flow and domestic flow demands and pressures within the new passenger concourse and on the platforms. Additional power service connections from LADWP would be required to provide redundant power sources, as well as increased power supply. New sewer service laterals would be required to serve the new passenger concourse.

The proposed project and build alternative would require modifications to existing drainage facilities and construction of new drainage facilities to provide adequate drainage during and after construction. Impacts on existing impervious areas or the addition of new impervious areas could trigger the need to incorporate post-construction stormwater treatment best management practices to comply with local and regional water quality requirements.

The proposed project and build alternative could generate solid waste from the modification of existing structures and the removal of structures and materials to make way for reconstructed facilities. However, the project study area is served by a landfill with sufficient capacity to accommodate the solid waste disposal needs. Solid waste disposal required during construction would be conducted in compliance with federal, state, and local statutes and regulations related to solid waste, such as the Resource Conservation and Recovery Act, the Hazardous Materials Transportation Act, the Hazardous Waste Control Act, the Integrated Waste Management Act, and Senate Bill 1374 (the Local Government Construction and Demolition Guide).

The proposed project and build alternative are being designed to incorporate the needed utility infrastructure to ensure proper operation. No additional utility infrastructure would be required, the

construction of which would result in physical impacts on the environment. Impacts are considered less than significant.

5.8 Growth-Related Impacts

CEQA requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), requires that environmental documents "...discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..." (California National Resources Agency 2016). In addition, Appendix G of the CEQA Guidelines requires a determination of whether a project would induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

Under CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered substantial if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Growth is influenced by many factors, including:

- Perceived quality of life
- General economic conditions
- Specific market conditions for housing, employment, and related services
- Availability and condition of infrastructure, ranging from schools to transportation systems
- Local and regional growth management and land use policies
- Access to recreational opportunities

Substantial growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly impacts the ability of agencies to provide needed public services or if it can be demonstrated that the potential growth significantly impacts the environment in some other way.

The analysis of growth-related, indirect impacts was prepared based on the *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (Caltrans 2006), which was developed by an interagency work group that included representatives from Caltrans, Federal Highway Administration, and U.S. EPA. The analysis of growth-related impacts was developed by applying the following steps from the guidance document:

- Identify the potential for growth for each alternative (will the project change the location, rate, type, or amount of growth?)

- Assess the growth-related effects of each alternative to resources of concern (will these resources be affected?)
- Consider additional opportunities to avoid and minimize growth-related impacts
- Compare the results of the analysis for all alternatives
- Document the process and findings of the analysis

Transportation projects can impact the location, rate, type, or amount of growth in an area. Some types of development may be directly induced by a project (e.g., a project serving specific types of land development). However, most land use changes in California are not direct consequences of a transportation project, but rather occur indirectly due to changes in travel time and increased land accessibility in areas that may be suitable for development. The result may be a change in spatial distribution of development over time, such as commercial development around a new transportation feature. Transportation projects may reduce the time cost of travel, thereby enhancing the attractiveness of surrounding land to developers and consumers. When the change in accessibility provided by a transportation project facilitates land use change and growth in population and employment, one outcome can be growth-related impacts on environmental resources.

The analysis of growth-related impacts relies extensively on the General Plan and Specific Plans of the City of Los Angeles. In addition general plan land use data, geographic information system data from regional databases and environmental resource data collected for the project were also used to identify potential resources of concern in the project study area and planning area, as well as constraints and opportunities that may impact the location and rate of growth.

The potential growth-related impacts of the proposed project and build alternative were considered in the context of the first-cut screening analysis approach (Table 5-3).

Table 5-3. Summary of First-Cut Screening Analysis

Screening Criteria	Project Consideration
How, if at all, does the proposed project potentially change accessibility?	The project would result in changes in accessibility to the transportation system but also in accessibility to the area itself. At LAUS, the project is expected to enhance Americans with Disabilities Act accessibility with new vertical circulation elements, while accommodating the projected increase in ridership. At Cesar Chavez Avenue and Vignes Street, bridge replacements would be conducted in a manner to facilitate future complete streets improvements along the affected portions of the roadways. Roadway improvements south of LAUS would encourage active transportation and non-motorized accessibility in the surrounding areas.
How, if at all, do the project type, project location, and growth pressure potentially influence growth?	As a result of this increased ridership and access to the project study area, the project could affect growth and development by promoting planned development and redevelopment near LAUS. The project may also attract businesses from other areas of the region to the project study area because of increased pedestrian activity around the station, as well as additional visitors passing through the area. The type of development expected around LAUS would most likely be transit-oriented development, which is typically denser, mixed-use residential and commercial development designed to maximize access to public transportation. While the project is expected to influence growth, growth in the City and County is expected to occur regardless of project implementation when considering other influences. The project on its own cannot impact variables such as economic opportunities, employment, or housing availability, which directly impact local and regional development growth.
Is project-related growth reasonably foreseeable?	As discussed above, the project may influence the amount, timing, or location of growth in the project study area. Therefore, reasonably foreseeable project-related growth is anticipated.
If there is project-related growth, how, if at all, will it impact resources of concern (e.g., wetlands, vernal pools, threatened/endangered species, prime farmland, Section 4(f) property, etc.)?	While the project would include the construction of additional transportation infrastructure, the majority of project infrastructure would be constructed along an existing transportation corridor and at an existing station in a highly urbanized area. There is no lack of existing infrastructure in the project study area that would serve as an obstacle to growth. Projected population growth would occur in the project study area with or without the additional infrastructure associated with the project. In addition, potential growth has already been captured at the local and regional level. Therefore, no additional impacts associated with resources of concern are anticipated to occur with implementation of the project.

Notes:
LAUS = Los Angeles Union Station

The proposed project or the build alternative would generate employment opportunities during the construction and operational phases of the project. The proposed project or the build alternative is expected to result in approximately 4,500 jobs per year during the construction phase, which would create short-term jobs for Los Angeles County and help in lowering the current rates of unemployment. The new passenger concourse includes up to 160,000 square feet of transit-serving retail uses and approximately 30,000 square feet of office/commercial uses. While the proposed project or the build alternative would generate additional employment opportunities within the new passenger concourse and additional rail services, the majority of these jobs are expected to be filled by residents of Los Angeles and surrounding communities. Link US is identified in the 2016 RTP/SCS and would not generate substantial growth from that already planned for in the 2016 RTP/SCS. Impacts are considered less than significant.

6.0 Mitigation Measures

The following mitigation measures would reduce impacts on communities and neighborhoods to a level less than significant.

TR-1 Prepare a Construction Traffic Management Plan (TMP): During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, the City of ADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated between the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.
- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- CCTV cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.

LU-1 Implement Transportation Demand Management Measures to Enhance Neighborhood Connectivity: Metro shall implement a transportation demand management program to enhance neighborhood connectivity while also minimizing the demand for trips by single-occupant vehicles in the project study area. Metro, in coordination with the City of Los Angeles, shall provide future connections from LAUS to the Los Angeles River that could include, but not limited to, one or more of the following infrastructure improvements in the project study area:

- Dedicated bicycle/pedestrian bridge over US-101 from LAUS to the Los Angeles River
- New bicycle lanes along Commercial Street between Garey Street and Alameda Street

Active transportation infrastructure shall be coordinated with the City of Los Angeles, and designed and constructed to maximize non-motorized connectivity in the project study area.

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