3.3 COMMUNITY IMPACTS

3.3.1 COMMUNITY CHARACTER AND COHESION

The information in this section is based on the *Community Impact Assessment* (CIA) (March 2012) and the *Final Draft Relocation Impact Report* (DRIR) (Paragon Partners, December 2011).

3.3.1.1 REGULATORY SETTING

The National Environmental Policy Act of 1969 as amended (NEPA), established that the Federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

3.3.1.2 AFFECTED ENVIRONMENT

STUDY AREA COMMUNITIES. The Study Area includes 17 cities and portions of unincorporated Los Angeles County, including the unincorporated communities of East Los Angeles, East Rancho Dominguez, and Rancho Dominguez, that are located either directly adjacent to the project improvements in which the direct impacts would occur or where the indirect impacts may occur. The following is a discussion of the boundaries and a general description of each of these communities. In addition to the physical constraints described below, citizens within the Interstate 710 (I-710) Corridor communities actively participate in various committees and commissions, including the I-710 Corridor Project Local Advisory Committees (see Chapter 5.0, Comments and Coordination, for a full discussion of community participation and public involvement on the I-710 Corridor Project).

BELL. The city of Bell is bordered by the cities of Maywood and Commerce to the north, the city of Huntington Park to the west, the city of Downey to the east, and the cities of Cudahy and Bell Gardens to the south. The city of Bell consists of two district areas connected by

the Los Angeles River and I-710. The southern part of the city of Bell is known as "Central City" and contains residential and supporting commercial areas. The northern part of the city is developed with industrial areas and is known as the "Cheli Industrial Area."

BELL GARDENS. The city of Bell Gardens is bordered by the city of Downey to the east and south; the cities of Bell, Cudahy, and South Gate to the west; and the city of Commerce to the north. Residential areas are located throughout the city, and commercial and service areas are concentrated along major local roadways, including Florence Ave., Gage Ave., and Eastern Ave. In addition, there is a major retail center located by the I-710 mainline near Florence Ave. and Eastern Ave., and the city identifies this area as the hub of its commercial activity.

BOYLE HEIGHTS. Boyle Heights is bordered by the communities of Lincoln Heights and El Sereno within the city of Los Angeles to the north; downtown Los Angeles to the west; the city of Vernon to the south; and the unincorporated community of East Los Angeles to the east. Residential areas are located throughout the community, and commercial and service uses are located primarily along major roadways including Whittier Blvd., 1st St., and Cesar Chavez Ave.

CARSON. The city of Carson is bordered by portions of unincorporated Los Angeles County to the west; the city of Los Angeles to the west and south; the city of Long Beach to the east; and the city of Compton and the unincorporated community of Rancho Dominguez to the north. Nearly 50 percent of the city of Carson's area is used for industrial purposes, which are primarily located in the eastern portion of the city. Residential areas are primarily located in the western portion of the city, and main commercial areas include the Carson Mall, located near Interstate 405 (I-405) and Avalon Blvd.

COMMERCE. The city of Commerce is bordered by the cities of Vernon and Maywood to the west; the cities of Bell, Bell Gardens, and Downey to the south; the city of Montebello to the east; and the unincorporated community of East Lost Angeles to the north. The city is built up primarily with industrial areas located west of I-710, east of Telegraph Rd., and south of Washington Blvd. Residential areas are primarily located in the north and central areas of the city in the Northwest, Bandini-Rosini, and Rosewood planning areas, as well as additional residential uses in the southern portion of the city in the Southeast planning area. In addition, the Ayers neighborhood is located west of I-710, between the mainline and the rail yards in the West planning area.

COMPTON. The city of Compton is bordered by the city of Carson and the unincorporated community of Rancho Dominguez to the south; the city of Long Beach to the south and east; the city of Paramount to the east; the city of Lynwood to the north; and unincorporated areas

of Los Angeles County to the north and west. Three pockets of unincorporated Los Angeles County land are located in the city of Compton, including unincorporated East Rancho Dominguez. Residential areas are located throughout the city, and commercial and service uses are concentrated along major roadways including Compton Blvd., Rosecrans Ave., and Long Beach Blvd.

CUDAHY. The city of Cudahy is bordered by the city of South Gate to the south; the city of Bell Gardens to the east; the city of Bell to the north; and the city of Huntington Park to the west. The city consists primarily of residential areas. Commercial uses are concentrated along Atlantic Ave.

DOWNEY. The city of Downey is bordered by the cities of Bellflower and Paramount to the south; the city of South Gate to the west; the cities of Bell Gardens, Commerce, Montebello, and Pico Rivera to the north; and the cities of Santa Fe Springs and Norwalk to the east. The city of Downey consists primarily of residential areas located throughout the city and commercial and service areas that are located along major roadways, including Firestone Blvd. and Florence Ave.

EAST LOS ANGELES. The unincorporated community of East Los Angeles is bordered by the city of Commerce to the south; the cities of Montebello and Monterey Park to the west; and the city of Los Angeles to the north and west. Residential areas are located throughout the city, and commercial and service areas are concentrated along major roadways, including Olympic Blvd., Whittier Blvd., and Atlantic Blvd.

HUNTINGTON PARK. The city of Huntington Park is bordered by the cities of Vernon and Maywood to the north; the cities of Bell and Cudahy to the east; the city of South Gate to the south; and the city of Walnut Park to the south and west. Residential areas are located throughout the city, with the exception of the far western part of the city, which consists of mostly industrial areas. Commercial and service areas are concentrated along major roadways, including Florence Ave., Gage Ave., and Pacific Blvd.

LAKEWOOD. The city of Lakewood is bordered by the city of Long Beach to the south and west; the city of Hawaiian Gardens to the south; the cities of Bellflower and Cerritos to the north; and the city of Cypress to the east. Residential areas are located throughout the city, and commercial areas include the Lakewood Mall.

LONG BEACH. The city of Long Beach is bordered by the Pacific Ocean to the south; the cities of Los Angeles, Carson, and Compton to the west; the city of Paramount to the north; the cities of Lakewood and Bellflower to the north and east; and the cities of Hawaiian Gardens, Los Alamitos, and Seal Beach to the east. Over the years, the city of Long Beach

has continued to grow and develop, resulting in distinct neighborhoods throughout the city that are characterized by the schools, parks, and other community resources. A total of 29 neighborhoods are located within 0.5 mile of the I-710 Corridor Project mainline and interchange improvements.

LYNWOOD. The city of Lynwood is bordered by the city of Compton to the south; the city of Paramount to the east; the city of South Gate to the east and north; and unincorporated areas of Los Angeles County and the city of Los Angeles to the west. Residential areas are located throughout the city. Commercial and service areas in the city are concentrated along major roadways and include the Plaza Mexico, Atlantic Crossing, and the Long Beach Pluma shopping centers.

MAYWOOD. The city of Maywood is bordered by the cities of Huntington Park and Bell to the south; the city of Commerce to the east; and the city of Vernon to the north and west. The city consists primarily of residential areas with commercial and service uses located along Slauson Ave. and Atlantic Blvd.

PARAMOUNT. The city of Paramount is bordered by the cities of Compton and Lynwood to the west; the city of Long Beach to the south; the city of Bellflower to the east; and the cities of Downey and South Gate to the north. Industrial areas are located in the center of the city and include the Central Industrial District. Commercial areas are located east of the industrial areas and include the Central Business District. Residential areas are located throughout the city.

SIGNAL HILL. The city of Signal Hill is bordered by the city of Long Beach in all directions. Residential areas are primarily located in the southern portion of the city, and commercial areas, including the Signal Hill Auto Center, are located primarily in the northern portion of the city.

SOUTH GATE. The city of South Gate is bordered by unincorporated areas of Los Angeles County to the north and west; the city of Los Angeles to the west; the cities of Lynwood and Paramount to the south; the city of Downey to the east; and the cities of Bell Gardens, Cudahy, and Huntington Park to the north. Residential areas are primarily located west of I-710, and industrial areas are located east of I-710. Commercial areas are located along major roadways and include the El Paseo/South Gate Towne Center, which is located in the northeastern portion of the city along Firestone Blvd.

VERNON. The city of Vernon is bordered by areas of unincorporated Los Angeles County to the north; the cities of Maywood and Huntington Park to the south; the city of Commerce to the east; and the city of Los Angeles to the west. The city of Vernon is primarily built up with

industrial uses; however, there is a small pocket of residential uses in the western portion of the city along Vernon Ave.

WILMINGTON/SAN PEDRO. Wilmington is bordered by Lomita Blvd., the city of Long Beach, the Port of Los Angeles (POLA), Gaffey St., and Normandie Ave. San Pedro is bordered by Taper Ave. to the north; John Gibson Blvd., Harbor Blvd., the West Channel of POLA, and Cabrillo Beach to the east; the Pacific Ocean to the south; and the city of Rancho Palos Verdes to the west. Residential areas are located in the western portion of Wilmington and throughout San Pedro.

STUDY AREA DEMOGRAPHICS. Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (*Community Impact Assessment Handbook*, California Department of Transportation [Caltrans], June 1997). The demographic characteristics for the Study Area provided within this assessment were obtained from a combination of sources, including the United States Census Bureau (2010 Census and American Community Survey 2005–2009) and the Southern California Association of Governments (SCAG).

Elements of community cohesion can be found in demographic data used to profile communities from the United States Census. Typical indicators of community cohesion are described below, followed by a specific discussion of these indicators within the Study Area.

- **Age:** Elderly and stay-at-home parents tend to be more active in their community since they have time to become involved. The transit-dependent population comprises the population under age 19 and age 65 and older.
- **Ethnicity:** Ethnic homogeneity is associated with a higher degree of community cohesion.
- **Household Size:** Households of two or more people tend to correlate with a higher degree of community cohesion.
- **Housing Tenure:** Households that have been residents of a community for a longer period of time tend to correlate with a higher degree of community cohesion.
- **Transit-Dependent Population:** Residents who tend to walk or use public transportation for travel tend to correlate with a higher degree of community cohesion.

AGE. In 2010, the percentage of the population in the Study Area considered transit-dependent (under the age of 19 and over the age of 65) ranged between 9.7 and

34.8 percent. Table 3.3-1 provides age demographics in 2010 for the affected cities and communities.

ETHNICITY. Table 3.3-2 shows the ethnic composition of the affected cities and communities in the Study Area in 2010. As shown in that table, the largest racial category for most of the affected cities and communities is Latino (Hispanic).

HOUSEHOLD SIZE. In 2010, the average household size within the affected cities and communities in the Study Area ranged between 2.64 and 4.57 persons (see Table 3.3-3 for a breakdown of the average household size within each affected city and community). As shown in Table 3.3-3, seven of the affected cities have an average household size greater than four persons.

HOUSING TENURE. Table 3.3-4 provides the housing tenure for the affected cities and communities in the Study Area as documented in the 2010 Census. As shown in that table, approximately 69 percent or more of the households have lived in their unit since 2004 or earlier.

COMMUNITY COHESION SUMMARY. With consideration to the age, the ethnic homogeneity, the above-average household size, the high tenure of residents, the percentages of transit-dependent population, and the active communities within the Study Area described earlier in this section, the affected communities in the Study Area are considered to be highly cohesive.

COMMUNITY FACILITIES. In addition to parks and recreation areas discussed in Section 3.1.3 and public safety facilities discussed in Section 3.4 of this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), other community facilities such as schools, libraries, and places of worship within the Study Area are discussed below.

SCHOOLS. The Study Area is served by several school districts. The following is a list of the school districts and the affected cities in the Study Area served by each district.

- The Los Angeles Unified School District (LAUSD) serves residents K–12 in several of the communities within the Study Area, including the cities of Bell, Carson, Cudahy, Huntington Park, Maywood, South Gate, and Vernon, as well as portions of East Los Angeles, Boyle Heights, Wilmington, and San Pedro.
- The Montebello Unified School District (MUSD) serves the residents of the Cities of Bell Gardens and Commerce, as well as portions of East Los Angeles, for grades K–12.

Table 3.3-1 Age of Population in the Study Area

City	Median Age (Years)	Transit-Dependent Population
Bell	28.9	9.884 (27.8%)
Bell Gardens	27.3	12,717 (30.2%)
Carson	37.6	16,061 (17.5%)
Commerce	31.2	3,128 (24.4%)
Compton	28	22,058 (22.9%)
Cudahy	27	7,306 (30.7%)
Downey	33.3	17,365 (15.5%)
East Los Angeles	29.1	41,197 (32.6%)
Huntington Park	28.9	20,210 (34.8%)
Lakewood	37.5	7,768 (9.7%)
Long Beach	33.2	87,447 (18.9%)
Los Angeles (includes Boyle Heights, Wilmington, and San Pedro)	34.1	872,304 (23%)
Lynwood	27.8	17,171 (24.6%)
Maywood	27.9	8,599 (31.4%)
Paramount	28.6	12,682 (23.4%)
Signal Hill	36	1,719 (15.6%)
South Gate	29.4	25,062 (26.5%)
Vernon	26.5	N/A

Source: *Community Impact Assessment*, March 2012.
I-710 = Interstate 710

Table 3.3-2 Ethnicity Composition in the Study Area

City	Black or African-American	American Indian and Alaskan Native	Asian	Latino (Hispanic)	Native Hawaiian and Other Pacific Islander	White	Other
Bell	214 (0.6%)	64 (0.2%)	229 (0.6%)	33,028 (93.1%)	2 (0.01%)	1,728 (4.9%)	212 (0.6%)
Bell Gardens	201 (0.5%)	97 (0.2%)	226 (0.5%)	40,271 (95.7%)	28 (0.1%)	1,133 (2.7%)	116 (0.3%)
Carson	21,385 (23.3%)	152 (0.2%)	23,105 (25.2%)	35,417 (38.6%)	2,291 (2.5%)	7,022 (7.7%)	2,342 (2.6%)
Commerce	66 (0.5%)	48 (0.4%)	134 (1%)	12,114 (94.5%)	7 (0.1%)	402 (3.1%)	52 (0.4%)
Compton	30,992 (32.1%)	175 (0.2%)	222 (0.2%)	62,669 (65%)	684 (0.7%)	782 (0.8%)	931 (1%)
Cudahy	193 (0.8%)	46 (0.2%)	110 (0.5%)	22,850 (96%)	8 (0.03%)	505 (2.1%)	93 (0.4%)
Downey	3,834 (3.4%)	212 (0.2%)	7,484 (6.7%)	78,996 (70.7%)	170 (0.2%)	19,786 (17.7%)	1,290 (1.2%)
East Los Angeles	322 (0.3%)	167 (0.1%)	962 (0.8%)	122,784 (97.1%)	13 (0.01%)	1,917 (1.5%)	321 (0.3%)
Huntington Park	211 (0.4%)	29 (0.05%)	320 (0.6%)	56,445 (97.1%)	15 (0.03%)	935 (1.6%)	15 (0.03%)
Lakewood	6,663 (8.3%)	234 (0.3%)	12,811 (16%)	24,101 (30.1%)	686 (0.9%)	32,774 (40.9%)	2,779 (3.5%)
Long Beach	59,925 (13%)	1,349 (0.3%)	58,268 (12.6%)	188,412 (40.8%)	4,915 (1.1%)	135,698 (29.4%)	13,690 (3%)
Los Angeles (includes Boyle Heights, Wilmington, and San Pedro)	347,380 (9.2%)	6,589 (0.2%)	420,212 (11.1%)	1,838,822 (48.5%)	4,300 (0.1%)	1,086,908 (28.7%)	88,410 (2.3%)
Lynwood	6,752 (9.7%)	76 (0.1%)	390 (0.6%)	60,452 (86.6%)	170 (0.2%)	1,539 (2.2%)	393 (0.6%)
Maywood	49 (0.2%)	24 (0.1%)	61 (0.2%)	26,696 (97.4%)	14 (0.1%)	498 (1.8%)	53 (0.2%)
Paramount	5,980 (11.1%)	86 (0.2)	1,531 (2.8%)	42,547 (78.6%)	396 (0.7%)	3,015 (5.6%)	543 (1%)
Signal Hill	1,427 (13.0%)	27 (0.2%)	2,211 (20.1%)	3,472 (31.5%)	112 (1%)	3,340 (30.3%)	427 (3.9%)
South Gate	585 (0.6%)	110 (0.1%)	647 (0.7%)	89,442 (94.8%)	69 (0.1%)	3,233 (3.4%)	147 (0.3%)
Vernon	4 (3.6%)	0 (0%)	2 (1.8%)	48 (42.9%)	0 (0%)	58 (51.8%)	0 (0%)

Source: United States Census Bureau, 2010 Census.
I-710 = Interstate 710

Table 3.3-3 Average Household Size in the Study Area

City	Average Household Size
Bell	3.93
Bell Gardens	4.31
Carson	3.56
Commerce	3.77
Compton	4.15
Cudahy	4.24
Downey	3.27
East Los Angeles	4.09
Huntington Park	3.96
Lakewood	3.01
Long Beach	2.78
Los Angeles (includes Boyle Heights, Wilmington, and San Pedro)	2.81
Lynwood	4.57
Maywood	4.16
Paramount	3.87
Signal Hill	2.64
South Gate	4.05
Vernon	4.0

Source: *Community Impact Assessment*, March 2012.
I-710 = Interstate 710

Table 3.3-4 Housing Tenure in the Study Area

City	1979 or earlier	1980–1989	1990–1999	2000–2004	2005 or later
Bell	1,549 (4.5%)	2,913 (8.5%)	9,398 (27.3%)	8,356 (24.3%)	12,204 (35.4%)
Bell Gardens	1,985 (4.7%)	3,122 (7.4%)	10,599 (25.3%)	11,091 (26.4%)	15,176 (36.1%)
Carson	15,457 (17.1%)	12,160 (13.4%)	21,884 (24.2%)	18,646 (20.6%)	22,280 (24.6%)
Commerce	1,128 (9.4%)	1,967 (16.3%)	2,161 (18.0%)	3,633 (30.1%)	3,143 (26.1%)
Compton	10,782 (11.3%)	10,649 (11.2%)	20,831 (21.9%)	24,293 (25.5%)	28,703 (30.1%)
Cudahy	555 (2.3%)	1,931 (8.1%)	6,415 (26.9%)	6,224 (26.1%)	8,729 (36.6%)
Downey	9,329 (8.6%)	9,194 (8.4%)	25,647 (23.4%)	28,615 (26.2%)	36,636 (33.5%)
East Los Angeles	14,534 (11.9%)	10,491 (8.6%)	30,559 (24.9%)	32,494 (26.5%)	34,432 (28.1%)
Huntington Park	2,952 (5.1%)	6,686 (11.5%)	14,039 (24.2%)	16,847 (29%)	17,602 (30.3%)
Lakewood	9,955 (12.5%)	8,226 (10.3%)	22,365 (28.1%)	20,793 (26.1%)	18,382 (23.1%)
Long Beach	28,608 (6.3%)	31,000 (6.8%)	96,333 (21.2%)	118,920 (26.3%)	177,906 (39.3%)
Los Angeles (includes Boyle Heights, Wilmington, and San Pedro)	280,738 (7.6%)	289,812 (7.9%)	882,468 (23.9%)	971,505 (26.3%)	1,262,656 (34.2%)
Lynwood	4,809 (7.6%)	6,233 (9.8%)	17,911 (28.1%)	16,456 (25.9%)	18,220 (28.6%)
Maywood	1,168 (4.3%)	2,411 (8.8%)	7,427 (27.1%)	7,236 (26.4%)	9,183 (33.5%)
Paramount	3,084 (5.7%)	4,939 (9.1%)	13,416 (24.8%)	16,626 (30.8%)	15,960 (29.5%)
Signal Hill	225 (2.1%)	551 (5.1%)	2,194 (20.5%)	3,786 (35.4%)	3,944 (36.9%)
South Gate	6,196 (6.6%)	10,314 (10.9%)	26,090 (27.6%)	27,060 (28.6%)	24,934 (26.4%)
Vernon	29 (22.6%)	11 (8.6%)	52 (40.6%)	0 (0%)	36 (28.1%)

Source: *Community Impact Assessment*, March 2012.

- The Compton Unified School District (CUSD) serves the residents in the city of Compton for grades K–12.
- The Downey Unified School District (DUSD) serves the residents in the city of Downey for grades K–12.
- The Long Beach Unified School District (LBUSD) serves the residents in the city of Long Beach, as well as the city of Signal Hill and portions of the city of Lakewood for grades K-12.
- The Lynwood Unified School District (LUSD) serves the residents in the city of Lynwood for grades K–12.
- The Paramount Unified School District (PUSD) serves the residents in the city of Paramount, as well as portions of the cities of South Gate and Lakewood for grades K–12.

Table 3.3-5 lists the location, associated school district, and estimated enrollment for the schools located within 0.5 mile of the I-710 mainline and interchange improvements. Also, see Figure 3.3-1 for the locations of these schools in the Study Area. In addition, there are two schools located directly adjacent to arterial intersection improvements at Pacific Coast Hwy./Pacific Ave. and Del Amo Blvd./Long Beach Blvd.

In addition, Compton Community College in the city of Compton is located within 0.5 mile of the I-710 Corridor Project mainline and interchange improvements.

LIBRARIES. Library services within the Study Area are provided primarily by the County of Los Angeles Public Library System; however, the cities of Commerce, Downey, Long Beach, Los Angeles, Signal Hill, and Vernon also provide library services for their residents.

The following is a list of libraries located within 0.5 mile of the I-710 mainline and interchange improvements (also see Figure 3.3-1). There are no libraries located directly adjacent to any of the 42 proposed arterial intersection improvement locations.

- **Atlantic Library, 2269 Atlantic Blvd., Commerce:** Atlantic Library has library materials, including books, CDs, videos, DVDs, computer software, magazines, newspapers, audiotapes, and books on cassette, available in English and Spanish.

Table 3.3-5 Schools Located within 0.5 Mile of the I-710 Mainline and Interchange Improvements

School	Address	Grades	No. of Students
Los Angeles Unified School District			
Woodlawn Avenue Elementary	6314 Woodlawn Ave., Bell	K–5	900
Dominguez Elementary School	21250 Santa Fe Ave., Carson	K–5	700
Ellen Ochoa Learning Center	5027 Live Oak St., Cudahy	K–8	1,900
Park Avenue Elementary School	820 Park Ave., Cudahy	K–6	640
Elizabeth Learning Center	4811 Elizabeth St.	K-12	2,611
Ford Boulevard Elementary School	1112 S. Ford Blvd., East Los Angeles	K–5	1,054
Humphreys Avenue Elementary	500 S. Humphreys Ave., East Los Angeles	K–5	783
Eastman Avenue Elementary	4112 E. Olympic Ave.	K-5	1,268
Tweedy Elementary School	9724 Pinehurst Ave., South Gate	K–5	677
Aspire Gateway Academy	8929 Kauffman Ave.	K-5	332
South Region High School No. 9	5225 Tweedy Blvd., South Gate	9–12	Planned school; unknown
Heliotrope Avenue Elementary School	5911 Woodlawn Ave., Maywood	K–5	819
Maywood Elementary School	5200 Cudahy Ave., Maywood	K–5	484
Montebello Unified School District			
Bell Gardens Elementary School	5620 Quinn St., Bell Gardens	K–4	1,177
Bell Gardens Intermediate School	5841 Live Oak St., Bell Gardens	5–8	2,100
Bandini Elementary School	2318 Couts Ave., Commerce	K–4	450
Compton Unified School District			
Clinton Elementary School	6500 E. Compton Blvd., Compton	K–5	844
Kelly Elementary School	2320 E. Alondra Blvd., Compton	K–5	970
Whaley Middle School	14401 S. Gibson Ave., Compton	6–8	1,226
Dominguez High School	15301 S. San Jose Ave., Compton	9–12	2,600
Long Beach Unified School District			
Alice M. Birney Elementary School	710 W. Spring St., Long Beach	K–5	750
Cesar Chavez Elementary School	730 W. 3rd St., Long Beach	K–5	562
Colin Powell Academy	150 Victoria St., Long Beach	K–8	1,175
Daniel Webster Elementary School	1755 W. 32nd Wy., Long Beach	K–5	693
Dooley Global Studies Magnet School	5057 Long Beach Blvd.	K–5	1,112
James A. Garfield Elementary School	2240 Baltic Ave., Long Beach	K–5	875
Jane Addams Elementary School	5320 Pine Ave., Long Beach	K–5	947
John Muir Elementary School	3038 Delta Ave., Long Beach	K–5	1,030
Lafayette Elementary School	2445 Chestnut Ave., Long Beach	K–5	894
Los Cerritos Elementary School	515 W. San Antonio Dr., Long Beach	K–5	479
Thomas Starr King Elementary School	145 E. Artesia Blvd., Long Beach	K–5	889
Thomas A. Edison Elementary School	625 Maine Ave., Long Beach	K–5	815
Ulysses S. Grant Elementary School	1225 E. 64th St., Long Beach	K–5	1,161
Alexander Hamilton Middle School	1060 E. 70th St., Long Beach	6–8	1,114
George Washington Middle School	1450 Cedar Ave., Long Beach	6–8	969

Table 3.3-5 Schools Located within 0.5 Mile of the I-710 Mainline and Interchange Improvements

School	Address	Grades	No. of Students
Jordan 9th Grade Academy	171 Bort St., Long Beach	9	900
Perry Lindsey Middle School	5075 Daisy Ave., Long Beach	6–8	841
William Logan Stephens Middle School	1830 W. Columbia St., Long Beach	6–8	1,104
David Starr Jordan High School	6500 Atlantic Ave., Long Beach	10–12	4,104
Juan Rodriguez Cabrillo High School	2001 Santa Fe Ave., Long Beach	9–12	3,575
Long Beach School for Adults	1794 Cedar Ave., Long Beach	Adult classes	Unknown
Lynwood Unified School District			
Abbott Elementary School	5260 E. Clark St., Lynwood	K–5	631
Will Rogers Elementary School	11220 Duncan Ave., Lynwood	K–5	721
Lugo Elementary School	4345 Pendleton St., Lynwood	K–6	524
Washington Elementary	4225 Sanborn Ave., Lynwood	K-6	873
Lynwood High School	4050 Imperial Hwy., Lynwood	9–12	4,097
Vista Continuation High School	11300 Wright Rd., Lynwood	10–12	348
Firebaugh High School	5246 Martin Luther King Jr. Blvd., Lynwood	9–12	1,501
Lynwood Adult Education	4050 Imperial Hwy., Lynwood	Adult classes and child development	Unknown
Lynwood Community Adult School	11277 Atlantic Ave., Lynwood	Adult classes and child development	Unknown
Paramount Unified School District			
Los Cerritos Elementary School	14626 Gundry Ave., Paramount	K–8	879
Keppel Elementary School	6630 Mark Keppel St., Paramount	K–8	614
Zamboni Middle School	15733 Orange Ave., Paramount	K–8	654
Hollydale Elementary School	5511 Century Blvd., South Gate	K–8	1,088
Private			
Al-Hadi Elementary School	5150 Gage Ave., Bell	Pre-Kindergarten	60
Grace Christian School	3601 Linden Ave., Long Beach	K–6	Unknown
Bethel Miracle School	6465 Cherry Ave., Long Beach	K–9	Unknown
St. Lucy School	2320 Cota Ave., Long Beach	K–8	Unknown
Pacific Baptist School	3332 Magnolia Ave., Long Beach	K–12	Unknown
St. Philip Neri Elementary School	12522 Stoneacre Ave., Lynwood	K–8	Unknown

Source: *Community Impact Assessment*, March 2012.

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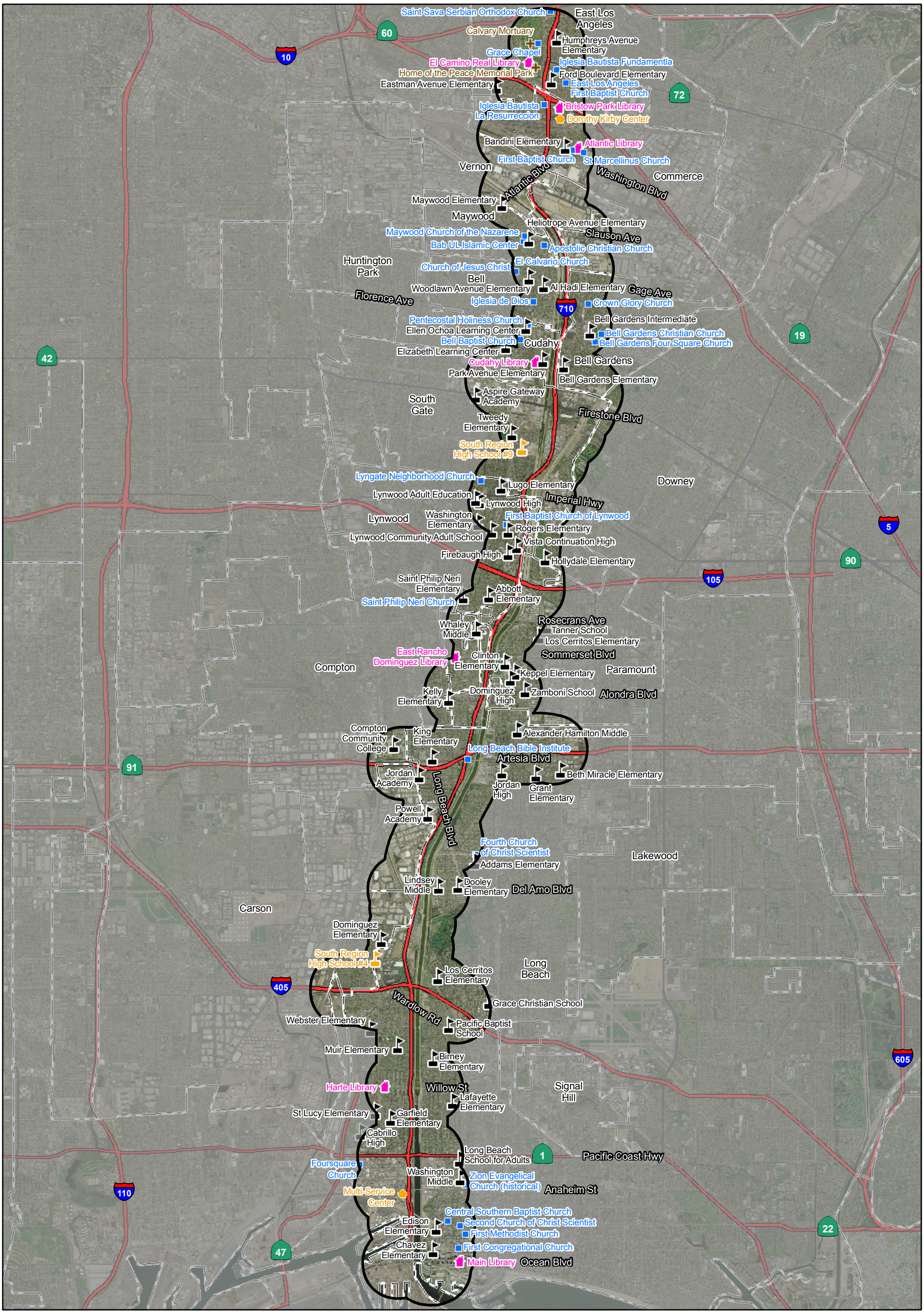

LEGEND

- I-710 Focus Area
- Existing School
- Planned School
- Library
- Place of Worship
- Cemetary
- Other Facility

0 3500 7000
FEET

SOURCE: DigitalGlobe (2008); TBM (2008); GNIS (2006); City of Long Beach (2009)

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FIGURE 3.3-1

I-710 Corridor Project EIR/EIS

Community Facilities

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- **Bristow Park Branch Library, 1466 S. McDonnell Ave., Commerce:** Bristow Park Library has a vast variety of materials, including books, CDs, entertainment and educational videos and DVDs, computer software, magazines, newspapers, audiotapes, and books on cassette, available in English and Spanish.

- **Cudahy Library, 5218 Santa Ana St., Cudahy:** Cudahy Library first opened in 1913. After several relocations, the library moved to its current location in 1968. The Cudahy Public Library offers a full range of services, including reference, children's programming (story time, summer reading club, class visits), free internet access, and three online public access catalogs.

- **El Camino Real Library, 4264 E. Whittier Blvd., East Los Angeles:** This library first opened in 1929 and moved to its current location in 1972. The library is approximately 3,000 square feet in size, and the collection contains over 57,000 books in English and Spanish, 3,400 audio recordings, 2,315 video recordings, and 41 magazine and newspaper subscriptions as well as pamphlets.

- **Main Library, 101 Pacific Ave., Long Beach:** The Main Library was built in 1977 and is approximately 145,000 square feet in size. The library serves close to 500,000 residents in Long Beach, as well as six schools.

- **Harte Neighborhood Library, 1595 W. Willow St., Long Beach:** The Harte Library was built in 1957 and is approximately 6,500 square feet in size. The library serves close to 36,000 residents in Long Beach, as well as nine schools.

OTHER. Within the Study Area, there are numerous places of worship that provide community gathering areas. Table 3.3-6 provides a list of places of worship located within 0.5 mile of the I-710 mainline and interchange improvements (also see Figure 3.3-1). There are no places of worship located directly adjacent to the 42 proposed arterial intersection improvement locations.

In addition, the Dorothy Kirby Center in the city of Commerce is another community facility located within 0.5 mile of the I-710 mainline and interchange improvements, and it provides confinement to minors ranging in age from eight to 18 who await adjudication and disposition of legal matters. The City of Long Beach Multi-Use Center is also located at 1301 W. 12th St. and is within 0.5 mile of the I-710 mainline and interchange improvements. The Multi-Use Center provides one-stop access to resources for individuals and families experiencing homelessness within the city of Long Beach. Within East Los Angeles, the Calvary Mortuary and the Home of Peace Memorial Park are located within 0.5 mile of the I-710 mainline and interchange improvements.

Table 3.3-6 Places of Worship within 0.5 Mile of the I-710 Mainline and Interchange Improvements

Facility Name	Address
Church of Jesus Christ	4706 Filmore St., Bell
El Calvario Church	6305 Vinevale Ave., Bell
Iglesia de Dios	Wilcox Ave., Bell
Crown Glory Church	Ajax Ave., Bell Gardens
Bell Gardens Christian Church	Jaboneria Rd., Bell Gardens
Bell Gardens Four Square Church	Jaboneria Rd., Bell Gardens
First Baptist Church	Atlantic Ave., Commerce
Iglesia Bautista La Resurreccion	Eastern Ave., Commerce
St. Marcellinus Church	2349 Strong Ave., Commerce
Bell Baptist Church	4900 Clara St., Cudahy
Pentecostal Holiness Church	Wilcox Ave., Cudahy
First Congregational Church	241 Cedar Ave., Long Beach
Second Church of Christ Scientist	Cedar Ave., Long Beach
First Methodist Church	507 Pacific Ave., Long Beach
Central Southern Baptist Church	Magnolia Ave., Long Beach
Zion Evangelical Church	W. 14th St., Long Beach
Foursquare Church	17th St., Long Beach
Long Beach Bible Institute	455 E. Artesia Blvd., Long Beach
East Los Angeles First Baptist Church	1120 S. McDonnell Ave., East Los Angeles
Iglesia Bautista Fundamental	942 S. Ford Blvd., East Los Angeles
Grace Chapel	Eastern Ave., East Los Angeles
Saint Sava Orthodox Church	Humphrey Ave., East Los Angeles
Calvary Mortuary	4201 Whittier Blvd., East Los Angeles
Home of Peace Memorial Park	4334 Whittier Blvd., East Los Angeles
St. Philip Neri Church	4311 Olanda St., Lynwood
First Baptist Church of Lynwood	11200 Pope Ave., Lynwood
Lyngate Neighborhood Church	4654 Abbott Rd., Lynwood
Maywood Faith Church of the Nazarene	4756 Slauson Ave, Maywood
Bab UL Islamic Center	5950 Heliotrope Circle, Maywood
Apostolic Christian Church	5001 East 60th St., Maywood

Source: *Community Impact Assessment*, March 2012.

ECONOMICS.

EMPLOYMENT. Within the Study Area, manufacturing, wholesale trade, retail trade, and health and social services sectors are generally the highest sectors for number of businesses and employment within the Study Area. In addition, the employment profile for the affected cities in the Study Area is provided in Table 3.3-7. As shown in that table, the unemployment rates in the Study Area are generally higher than Los Angeles County (12.6 percent) and State (12.1 percent) unemployment rates, with the exception of the cities of Downey, Lakewood, Signal Hill, and Vernon.

Table 3.3-7 Employment Profile in the Study Area

City	Civilian Labor Force	Unemployment Rate
Bell	16,000	16.1
Bell Gardens	17,600	19.2
Carson	45,900	12.3
Commerce	5,700	22.7
Compton	37,100	20.6
Cudahy	9,900	16.9
Downey	53,400	9.9
East Los Angeles	50,700	17.1
Huntington Park	27,000	18.1
Lakewood	44,200	8.0
Long Beach	237,100	13.4
Los Angeles (includes Boyle Heights, Wilmington and San Pedro)	1,914,600	13.5
Lynwood	28,200	19.1
Maywood	12,400	17.6
Paramount	25,000	17.7
Signal Hill	5,700	9.8
South Gate	41,600	15.5
Vernon	0	0

Source: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places (CDP), September 2011 – Preliminary.
I-710 = Interstate 710

For commuting patterns within the Study Area, refer to Section 3.1.1.

3.3.1.3 Environmental Consequences

Permanent Impacts.

Build Alternatives. Impacts to 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 business acquisitions. Table 3.3-8 describes direct and indirect impacts to community facilities not discussed in Section 3.1.3 (Park and Recreation Facilities) or in Section 3.4 (Utilities/Emergency Services) as a result of Alternatives 6A/B/C.

Table 3.3-8 Permanent Direct and Indirect Impacts to Schools and Other Community Facilities

Facility	Address	Owner/ Operator	Direct or Indirect Impact
Bell Gardens Elementary School	5620 Quinn St., Bell Gardens	Montebello Unified School District	Improvements to the I-710 mainline and local arterials would not result in direct impacts to the school. However, as included in the *Visual Impact Assessment* (2011) prepared for the I-710 Corridor Project, Key View 23 is located at this school facing west toward I-710. Alternatives 6A/B/C would result in a decrease in visual quality, and the visual quality/character would change from moderately low to low. (see Section 3.6, Visual/Aesthetics for more detail). As indicated in the *Noise Study Report* (2012), sound barriers were found to be feasible under all build alternatives that could provide noise reduction to this school and surrounding land uses.
Los Cerritos Elementary School	515 W. San Antonio Dr., Long Beach	LBUSD	The school is not located adjacent to the I-710 mainline or along arterials impacted as a result of the build alternatives. Therefore, the build alternatives would not result in direct impacts to this school. However, as indicated in the *Visual Impact Assessment* (2011), Key View 8 is located near this school, and the build alternatives would result in a slight increase in the visual quality/character of this view. The view would remain moderately high.
Long Beach Bible Institute	455 E. Artesia Blvd.	Private	The build alternatives would result in a direct impact to this facility; however, the *Draft Relocation Impact Report* (2011) reports there are available areas within a five-mile radius of the facility for relocation.
Multi-Service Center	1301 W. 12th St.	City of Long Beach	Alternatives 6A/B/C would result in a direct impact to this facility due to construction of the freight corridor ramps at the I-710/Anaheim St. interchange. The *Draft Relocation Impact Report* (2011) reports an available area within a five-mile radius of the facility for relocation.
Ford Boulevard Elementary School	1112 S. Ford Blvd., East Los Angeles	LAUSD	The school is not located adjacent to the I-710 mainline or along arterials impacted as a result of the build alternatives. Therefore, the build alternatives would not result in direct impacts to this school. However, as indicated in the *Noise Study Report* (2012), a sound barrier was found to be feasible under all build alternatives that could provide noise reduction to the school and surrounding land uses.

Table 3.3-8 Permanent Direct and Indirect Impacts to Schools and Other Community Facilities

Facility	Address	Owner/ Operator	Direct or Indirect Impact
Humphreys Avenue Elementary School	500 S. Humphreys Ave., East Los Angeles	LAUSD	Improvements to the I-710 mainline and arterials impacted as a result of the build alternatives would not result in direct impacts to this school. However, as indicated in the *Noise Study Report* (2012), a sound barrier was found to be feasible under all build alternatives that could provide noise reduction to the school and surrounding land uses.
Vernon Fire Station No. 4	4530 Bandini Blvd.	City of Vernon	All build alternatives include improvements to the existing Bandini Blvd./Atlantic Ave. interchange, and as a result of widening and realignment of the existing southbound I-710 off-ramp to Bandini Blvd., acquisition and relocation of the City of Vernon Fire Station No. 4 will be required. While a potential site for relocation has not been identified at this time, Caltrans will coordinate with the City of Vernon in identifying a new site for relocation within the general vicinity of the existing station so as to maintain the existing response times and service area. In addition, the existing fire station would not be demolished until the new fire station is operational.

Sources: *Community Impact Assessment,* March 2012.
I-710 = Interstate 710

ALTERNATIVE 5A. Alternative 5A would result in physical changes in the Study Area; however, the existing community character and cohesion for the affected communities would remain intact. Alternative 5A includes widening of the existing I-710 mainline, as well as improvements to existing interchanges and construction of 42 local arterial intersection improvements. Existing sidewalks and crosswalks modified as a result of the I-710 Corridor Project improvements would be replaced with new sidewalks and crosswalks to maintain and improve pedestrian access. All replaced and new sidewalks will comply with the Americans with Disabilities Act (ADA).

While a number of existing routes used to travel from one part of the community to another and that are familiar to residents would be redesigned to accommodate the widening of I-710 and the modernized design of the freeway interchanges, overall connectivity within these affected communities would remain intact. Where the project does result in changes in access (e.g., due to relocation of a freeway on-ramp or off-ramp), alternative routes are provided nearby to maintain existing residential and

business access, as well as access to community facilities (see Section 3.5, Traffic and Transportation, for additional detail regarding changes in access).

Property acquisitions for Alternative 5A would result in the relocation of residents, established businesses, and places of employment to other parts of the Study Area; however, any residences or businesses acquired as a result of Alternative 5A would be relocated prior to construction (see Section 3.3.3 for additional details). One of the two schools located adjacent to the arterial intersection improvements may be impacted under Alternative 5A. A small portion of the parking lot of the Long Beach School for Adults may be impacted due to improvements at the intersection of Pacific Coast Hwy. and Pacific Ave. However, this impact would not result in the removal of any parking spaces. Please refer to Section 3.1.3 (Park and Recreation Facilities) for a description of impacts to park and recreation facilities and to Section 3.4 (Utilities/Emergency Services) for a description of impacts to police and fire protection facilities.

ALTERNATIVES 6A/B/C. Alternatives 6A/B/C would result in impacts to community cohesion similar to those resulting from Alternative 5A; however, additional impacts to the community would result from implementation of Alternatives 6A/B/C due to the increased right-of-way required for the four-lane freight corridor. Specifically, Alternatives 6A/B/C include three design options for the I-710/Washington Blvd. interchange and the connection into the rail yards in the cities of Commerce and Vernon. Under Design Option 3, closure of the I-710/Washington Blvd. interchange would be required. Design Options 1 and 2 would keep access to the I-710/Washington Blvd. interchange open. Under Design Option 3, traffic would be required to reroute and use the Atlantic Blvd./Bandini Blvd. interchange to the south and this would result in an additional impacts to access for commuters and business patrons in the city of Commerce who currently use the I-710/Washington Blvd. interchange. Although two schools are located adjacent to two of the arterial intersection improvement locations, they will not be directly impacted by Alternatives 6A/B/C.

Community cohesion impacts at a local level would also occur as a result of relocations in Compton under all build alternatives and in Bell Gardens as a result of Alternatives 6A/B/C. In Compton, the recently constructed “Seasons Senior Apartments” located at 15810 Frailey Ave. would be a full acquisition under all build alternatives. Season Senior Apartments consists of 84 residential units intended to meet the needs of senior citizens with developmental disabilities. Because of this unique demographic, it is expected that there is a high degree of cohesion within this apartment community. In Bell Gardens, three mobile home parks located on Shull St. would require relocation under Alternatives 6A/B/C. Each of these parks is partially impacted by the proposed right-of-way and will

require the permanent relocation of several mobile homes/trailers. The average age of the impacted residential units under the build Alternatives is 60 years. Mobile home communities are typically very cohesive neighborhoods; thus Alternatives 6A/B/C would have an impact to community cohesion for these mobile home communities.

As shown in Table 3.3-8, a low visual impact to Bell Gardens and Los Cerritos elementary schools would result with implementation of the build alternatives. Similar impacts are anticipated for other schools located adjacent to or in proximity of the proposed freight corridor.

While temporary disruption of community character and cohesion would occur as a result of construction of the build alternatives (see discussion in Section 3.24, Construction Details), the mobility improvements provided by the I-710 Corridor Project would also benefit the affected communities by providing an improved connection to other parts of the Study Area and the Gateway Cities Subregion as a whole. Community services within the Study Area, such as fire, police protection, and other emergency responders would be more readily available with the build alternatives since mobility within the Study Area would improve over existing conditions. Therefore, with the exception of the city of Commerce, the build alternatives do not result in adverse impacts to community character and cohesion. Within the city of Commerce, Alternatives 6A/B/C would result in adverse impacts to community character and cohesion as a result of relocations in the Ayers neighborhood under Design Options 1 and 2 with Option 1 having the greatest impact due to its relocation of the entire Ayers neighborhood. Please see Appendix O for concept plans of these design options.

The build alternatives have been developed through an extensive community outreach process that involves input from multiple public agencies and stakeholders in order to avoid impacts to the human and natural environments. Community concerns and comments have been expressed throughout the design process and the build alternatives have been refined as much as possible to address the community's concerns and to maintain community character and cohesion. Therefore, with the exception of the impacts to the Ayers neighborhood in the city of Commerce under Alternatives 6A/B/C, the community character and cohesion of the communities within the Study Area would remain intact with implementation of the build alternatives, because none of the build alternatives would create a barrier or disrupt the connectivity of the communities.

NO BUILD ALTERNATIVE. Under Alternative 1, the impacts (including improved mobility in the Study Area) to community cohesion described above for the build alternatives would not occur.

PUBLIC HEALTH CONSIDERATIONS. The following community impact categories are relevant to public health considerations for the I-710 Corridor Project: social cohesion, access to schools, and jobs and economic development.

SOCIAL COHESION.

PUBLIC HEALTH STATEMENT. Social cohesion, including increases in social support or strengthening of social networks, is associated with decreased stress; increased assistance in emergencies; increased access to jobs, income, and job benefits; and increased access to other essential resources. Communities that become isolated or segregated lose political power, which is associated with increased exposure to crime and violence, causing both injury and stress and additional impacts to mental health (P. Simon et al. 2009).

Health considerations associated with displacement are generally psychological in nature. For some people, displacement can disturb their psychology of "place" or the connection between individuals and their intimate environments. Individuals are linked to their environment through three psychological processes: attachment, familiarity, and identity. Attachment is the mutual caretaking bond between a person and a beloved place. Familiarity refers to the processes by which people develop detailed cognitive knowledge of their environs. Place identity is concerned with the extraction of a sense of self, based on the places in which one passes one's life. When each of these processes is threatened by displacement, it potentially results in nostalgia, disorientation, and even alienation (Fullilove, 1996).

If displaced residents are required to relocate outside of their neighborhood, supportive family and community relationships can be lost both for those leaving, as well as for those remaining behind. Neighbors, friends, and family provide material as well as emotional support. Support, either perceived or provided, can buffer stressful situations, prevent damaging feelings of isolation, and contribute to a sense of self-esteem and value. (Guzman and Bhatia, 2005).

Residents have disclosed symptoms of stress, loss, grief, and poorer mental health following housing displacement and relocation. Certain groups, including children, the elderly, the intellectually disabled, and marginalized groups, can be particularly vulnerable to the health effects of housing displacement. (Regional Public Health, 2011). Within the I-710 Corridor, long-term residents who are elderly may require specialized relocation assistance.

I-710 CORRIDOR PROJECT. As discussed earlier in this section, impacts to 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. The build alternatives would result in impacts to access as well as residential and nonresidential property acquisitions.

As described in Appendix P, Changes in Access, of this EIR/EIS, there are four ramp closures that, as a result of the build alternatives, would result in an adverse impact to access and an increase in travel time. However, within the vicinity of these changes, alternate routes are provided within one mile of the existing access, and these areas are not located within a residential neighborhood or adjacent to a school or park.

For residential and nonresidential acquisitions, a DRIR has been prepared for the I-710 Corridor Project. This report analyzes the impacts to residential and nonresidential properties within the Study Area as a result of the build alternatives. Several factors were considered in this report to determine whether the I-710 Corridor Project would result in direct or indirect relocations, including loss of access or parking that could isolate or segregate a residence or business (see Section 3.3.3 for additional details). According to the DRIR, comparable replacement areas are located within or adjacent to the potential displacement areas as a result of the I-710 Corridor Project. Some of these replacement areas are located on the outskirts of the same cities where the relocation impact could occur; however, the proximity of these areas would ensure comparable neighborhoods, amenities (e.g., public transportation and close proximity to education), access, facilities, general occupancy characteristics, and demographics.

As discussed in more detail in Section 3.3.2.3, within the cities of Commerce, Bell Gardens, and Compton, current market conditions indicate a lack of comparable replacement housing. While adequate comparable replacement housing appears to exist presently in neighboring cities, new replacement dwellings under Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low. Last Resort Housing is being considered in response to the affected cities' request to keep housing within their cities rather than having the replacement housing be in neighboring cities. Last Resort Housing allows agencies to pay Replacement Housing Payments above the statutory limits of $5,250 to tenants and $22,500 to homeowners to make comparable replacement housing affordable.

In addition, for any property (residential or nonresidential) that would be relocated by the build alternatives, Caltrans would be required to adhere to the Relocation Assistance Program (RAP), which is based on the Federal Uniform Relocation Assistance and Real

Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. The RAP also requires that certain relocation services and payments by Caltrans be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects; such payments include moving expenses for the actual reasonable costs. In addition, consideration would be given to commercial and industrial land uses subject to partial acquisitions to reconfigure on site in such a manner as to remain in operation. See Section 3.3.2 of this Draft EIR/EIS for additional details and requirements associated with the Federal Uniform Act and Title 49 CFR Part 24.

Based on the limited extent of access changes in the Study Area, the proximity of these changes to residential and nonresidential properties, the availability of comparable properties for relocation and consideration of Last Resort Housing, and the comprehensive Relocation Assistance Program provided by Caltrans for those being relocated, the build alternatives would not result in isolation and/or segregation of residents without resources to relocate within their existing communities. Therefore, the build alternatives would not result in adverse effects to public health related to social cohesion.

ACCESS TO SCHOOLS.

PUBLIC HEALTH STATEMENT. Increases in walking and biking are positively associated with improvements in health, including decreased obesity, chronic disease, and stress. Childhood obesity is a particularly important issue that could be addressed through increased student walking or biking to school (P. Simon et al. 2009).

I-710 CORRIDOR PROJECT. As discussed earlier in this section, the build alternatives would improve local streets by constructing new curbs, gutters, and striping, as well as new sidewalks and outside shoulders to allow pedestrian and bicyclist mobility and safety. While the build alternatives would result in some changes in access, these changes would not result in adverse impacts to access to schools within the Study Area.

During construction, the build alternatives would result in temporary access impacts due to local roadways and interchanges being improved as part of the I-710 Corridor Project, and these proposed improvements have the potential to temporarily impact travel (driving, walking, and/or biking) for students who use these roadways to get to school. There are a total of nine schools at which students may experience temporary impacts in

access from construction. These schools include: Dominguez Elementary School (LAUSD), Dominguez High School (CUSD), Heliotrope Avenue Elementary School (LAUSD), Lynwood High School (LUSD), Lynwood Adult School (LUSD), Maywood Elementary School (LAUSD), Park Avenue Elementary School (LAUSD), Woodlawn Avenue Elementary School (LAUSD), Whaley Middle School (CUSD), and Zamboni Middle School (PUSD). As discussed further in Section 3.5, Traffic and Transportation, a TMP would be prepared prior to construction to identify strategies for minimizing these impacts and to maintain access and connectivity for travel. Detours would be provided during construction to ensure students' access to the schools in a timely manner. In addition, for any school that has identified Safe Pedestrian Routes (e.g., Dominguez Elementary School), should construction impact any part of an identified Safe Pedestrian Route, the detour identified would include mechanisms for safe crossing of roadways (e.g., crossing guards or stop signs) similar to that provided in the existing Safe Pedestrian Route.

For any students using bus transportation (including that provided by the schools, Metro bus service, and other municipal bus services), should construction impact a local bus stop, the bus stop would be relocated in the vicinity of the existing stop prior to construction to maintain service and student accessibility.

All construction-related activities would cease after completion of construction, and direct access would be returned. Once in operation, the build alternatives would not result in adverse impacts to modes of travel for students and would enhance access to schools by reducing traffic congestion.

Based on the above considerations, the build alternatives would not result in adverse effects to public health related to access to schools.

JOBS AND ECONOMIC DEVELOPMENT.

PUBLIC HEALTH STATEMENT. New jobs, especially higher-paying jobs with adequate benefits such as healthcare and paid time off, are associated with increased ability to afford healthy food, health- and childcare, and adequate housing. This positively benefits all health outcomes, including decreases in obesity and chronic disease. Increases in jobs are associated with increases in local economic activity; higher property values; decreased blight, crime, and stress; and improved mental health (P. Simon et al. 2009).

I-710 CORRIDOR PROJECT. Construction activities for the build alternatives would occur over an extended time period and would generate direct and indirect jobs. Direct jobs as a result of construction would be the number of construction jobs generated to complete

the I-710 Corridor Project and are, therefore, considered temporary. The indirect jobs would be the additional employment and business activity that would be generated in the regional economy by the initial construction expenditure for the I-710 Corridor Project. As shown earlier in Table 3.3-9, based on the preliminary cost estimates for construction of Alternative 5A would generate an estimated 24,723 direct and 47,402 indirect construction jobs, for a total of 72,125 jobs. These construction jobs would generate temporary employment and revenues for both the local and regional economies. For Alternative 6A, Option 1 would generate the greatest number of construction jobs, for a total of 141,649 jobs. For Alternatives 6B and 6C, Option 1 would generate the greatest number of construction jobs, for a total of 154,185 and 147,728 jobs, respectively. These construction jobs would generate temporary employment and revenues for both the local and regional economies. In addition, it is anticipated that the zero-emission freight corridor component of Alternatives 6B and 6C would generate additional indirect employment as the technology is developed and eventually maintained within the I-710 Corridor.

Table 3.3-9 Relocations by Build Alternatives

	Alternative 5A	Alternatives 6A/B/C		
		Option 1	Option 2	Option 3
Residential	115	261	189	183
Nonresidential	88	198	195	177
Total Relocations	**203**	**459**	**384**	**360**
Total Residents Relocated	**416**	**945**	**684**	**662**

Source: *Community Impact Assessment*, March 2012.
Average number/household per U.S. Census Bureau 2007–2009 is 3.62.

The build alternatives would also impact nonresidential parcels and result in possible permanent job loss with relocation of businesses. Section 3.3.2, Relocations and Real Property Acquisition of the Draft EIR/EIS, provides additional detail regarding relocations. However, the goal of the relocation program for the I-710 Corridor Project is that relocations occur within the affected cities to minimize impacts.

3.3.1.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As previously discussed in this section, the build alternatives would not result in permanent impacts to community character and cohesion in most communities within the Study Area. Community cohesion impacts do occur at a localized level within Commerce, Bell Gardens, and Compton due to relocations of existing cohesive communities. Mitigation for relocations within

these communities is provided through implementation of Mitigation Measure C-1 described in Section 3.3.2.4. Please see Section 3.24.4.3 for measures to reduce temporary impacts.

3.3.2 Relocations and Real Property Acquisition

The information in this section is based on the DRIR. Refer to Appendix D of this Draft EIR/EIS for additional information on Caltrans Relocation Assistance Program policies and guidelines. Also, refer to Section 3.2.2.2 for a discussion on the public health considerations regarding relocations.

3.3.2.1 Regulatory Setting

Caltrans' RAP is based on the Federal Uniform Act and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of transportation projects are treated fairly, consistently, and equitably, so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

3.3.2.2 Affected Environment

All of the communities within the Study Area described in Section 3.3.1 could be affected by full acquisitions and partial acquisitions of residential and nonresidential property, including mobile homes. Nonresidential properties include retail trade, finance, insurance, services, government/nonprofit, utilities, and other types of nonresidential property uses.

A full acquisition of a property is defined as an area within which the I-710 Corridor Project would require close to full, if not 100 percent, acquisition of the parcel. A partial acquisition is when a small area of a property is acquired. Generally, with partial acquisitions, full use of the property and dwelling structures, including multifamily units, would remain. For example, partial acquisitions could consist of portions of a back, side, or front yard; landscaping; or parking. For areas containing multifamily residences, a project may not affect all units on the parcel. Both full and partial acquisitions could also result in relocations. For example, a project could require acquisition of a small percentage of a parcel that consists of over 100 mobile homes. While the I-710 Corridor Project would result in a partial acquisition of the parcel itself, relocation of any mobile homes in that parcel acquisition area would be required. In addition, a project could result in the removal of access or parking for a nonresidential property but have no effect on the building. Relocation could still be required for the partial acquisition because the impact to

access and/or parking would result in the business no longer being able to operate due to the loss of access or loss of parking.

The severity of property acquisition impacts varies greatly depending on the population involved. For instance, if a person is highly mobile and has had a history of changing residences frequently, the impact may only be a minor inconvenience. However, if the community is stable and cohesive and residents have been in their homes for many years, many of the displaced persons may have a difficult time adjusting to new homes and neighborhoods because they have a strong attachment to their existing homes and neighborhoods.

3.3.2.3 Environmental Consequences

Permanent Impacts.

Build Alternatives.

Relocations. The build alternatives would result in the relocation of residential and nonresidential properties. Estimated totals of relocations are tabulated in Table 3.3-9 (also see Appendix L for a detailed table and maps of the property relocations), and total relocations by city are shown in Table 3.3-10. The build alternatives will not result in any relocation in the cities/communities of Boyle Heights, Cudahy, Lakewood, East Los Angeles, Maywood, Paramount, Signal Hill, Wilmington, or San Pedro.

The types of businesses relocated by the build alternatives are provided in Table 3.3-11, and the number of employees to be relocated within the affected cities in the Study Area is provided in Table 3.3-12.

In summary, within the Study Area, Alternative 5A would result in a total of 115 residential and 88 nonresidential relocations. Alternatives 6A/B/C would result in a total of between 183 and 261 residential and between 177 and 198 nonresidential displacements, depending on the design option. Under all build alternatives, the city of Commerce would experience the most residential and nonresidential relocations. Although Alternative 5A would not relocate any residents, Alternatives 6A/B/C would relocate between 32 and 110 residents, depending on the design option. Additionally, Alternative 5A in the city of Commerce would result in one nonresidential relocation, and Alternatives 6A/B/C would result in between 34 and 56 nonresidential relocations depending on the design option. The build alternatives would result in the greatest impact to manufacturing, retail, and service businesses (see Table 3.3-12).

Table 3.3-10 Relocations by City

City/Community	Alternative 5A		Alternatives 6A/B/C		
			Option 1	Option 2	Option 3
Bell	Residential	0	0	0	0
	Nonresidential	9	18	21	20
Bell Gardens	Residential	0	21		
	Nonresidential	1	4		
Carson	Residential	0	0		
	Nonresidential	4	14		
Commerce	Residential	0	110	38	32
	Nonresidential	1	56	51	34
Compton	Residential	105	105		
	Nonresidential	31	31		
Downey	Residential	0	0		
	Nonresidential	1	1		
Huntington Park	Residential	0	0		
	Nonresidential	1	1		
Long Beach	Residential	10	25		
	Nonresidential	28	48		
South Gate	Residential	0	0		
	Nonresidential	5	15		
Vernon	Residential	0	0	0	0
	Nonresidential	7	10	9	9
Total		**203**	**459**	**384**	**360**

Source: *Community Impact Assessment*, March 2012.
Please note the difference between the total number of residents displaced listed in Table 3.3-10 and the total number of residential relocations listed in this table. This is due to the fact that some improvements are multifamily residences and contain multiple displacements.

Table 3.3-11 Types of Businesses Relocated by the Build Alternatives

	Alternative 5A	Alternatives 6A/B/C		
		Option 1	Option 2	Option 3
Construction	1	1	1	1
Manufacturing	23	50	43	43
Retail	23	42	39	42
Government	1	4	4	3
Nonprofit	3	6	6	4
Service	41	71	68	54
Agriculture	0	1	1	1
Total	**92**	**175**	**162**	**148**

Source: *Final Draft Relocation Impact Report (Estimated Displacements by Alternatives)*, December 2011.

Table 3.3-12 Employees Relocated by the Build Alternatives

City	Alternative 5A	Alternatives 6A/B/C		
		Option 1	Option 2	Option 3
Bell	10	33	33	33
Bell Gardens	0	20		
Carson	126	126		
Commerce	0	510	492	446
Compton	101	151		
Long Beach	195	299		
South Gate	4	14		
Vernon	4	196	179	174
Total	**440**	**1,349**	**1,314**	**1,263**

Source: *Community Impact Assessment*, March 2012.

In addition, as shown in Table 3.3-13, Alternative 5A could result in a total of 440 employee relocations, and Alternatives 6A/B/C could result in a total of between 1,263 and 1,349 employee relocations (depending on the design option) in the Study Area.

All property acquisition and relocation would be handled in accordance with the Uniform Act of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments by Caltrans be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The Uniform Act provides for uniform and equitable treatment by Federal or Federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. Design refinements to avoid or minimize impacts to existing land uses related to the temporary use and/or permanent acquisition of property would be incorporated in the final design of the selected alternative.

Amongst the nonresidential relocations, the DRIR identifies several types of business land uses that may be difficult to relocate as a result of the I-710 Corridor Project. These difficulties range from lack of properly zoned replacement land available in a specific market area to specialized architecture required for businesses, such as gas stations, fast food restaurants, liquor stores, churches, oil pumps, industrial storage facilities, car dealerships, and auto-related businesses.

Table 3.3-13 Estimated Loss of Annual Sales Tax Revenue in the Study Area

Jurisdiction	Tax Rate	Taxable Sales	Total Sales Tax Revenues	Average Sales Tax/ Business[1]	Alternative 5A	Alternatives 6A/B/C		
						Option 1	Option 2	Option 3
City of Bell	1.00%	$178,645,000	$1,786,450	$3,070	$30,695	$33,765	$39,904	$36,834
City of Bell Gardens	1.00%	$175,215,000	$1,752,150	$2,915	$2,915	$11,662		
City of Carson	1.00%	$1,428,961,000	$14,289,610	$6,434	$19,302	$90,074		
City of Commerce	1.00%	$1,056,598,000	$10,565,980	$8,005	$8,005	$424,240	$384,217	$264,149
City of Compton	1.00%	$530,579,000	$5,305,790	$2,863	$88,764	$88,764		
City of Downey	1.00%	$1,056,598,000	$10,565,980	$8,005	$8,004	$8,004		
City of Huntington Park	1.00%	$476,840,000	$4,768,400	$3,275	$6,550	$6,550		
City of Long Beach	1.00%	$4,379,193,000	$43,791,930	$4,791	$138,945	$234,771		
City of South Gate	2.00%	$527,808,000	$10,556,160	$6,673	$26,691	$73,399		
City of Vernon	1.00%	$340,042,000	$3,400,420	$3,477	$20,861	$27,815	$24,338	$24,338
Total for Affected Cities					**$350,732**	**$999,044**	**$961,683**	**$838,545**

Source: *Community Impact Assessment*, March 2012 (*Taxable Sales in California [Sales and Use Tax] Report 2009, State Board of Equalization. Paragon, 2012*).

[1] This average is estimated by dividing the Total Sales Tax Revenues by the total number of businesses in the city.

I-710 = Interstate 710

As discussed in the DRIR, for the majority of the Study Area, residential displacements, given the present market conditions, do not indicate a need for the construction of replacement housing. However, as stated above in the discussion of Public Health Considerations, there are residential property impacts for some design options of Alternatives 6A/B/C in the cities of Commerce, Compton, and Bell Gardens where Housing of Last Resort may have to be considered for relocating the affected residential properties. For the majority of the residential property impacts, adequate resources appear to exist at the present time to relocate existing residential occupants to comparable replacement housing, with the exceptions noted in the previous sentence. Specific locations for relocations will be determined during the right-of-way acquisition phase as Caltrans' right-of-way agents work with each displace (refer to Appendix D for additional detail on the relocation benefits).

SALES TAX. This analysis estimates the annual sales tax revenue losses to city, county, and State governments as a result of the acquisition of nonresidential parcels for the build alternatives.

The State Board of Equalization (State Board) tabulates sales tax revenues by business and jurisdiction quarterly and annually. The average sales tax rate in the Study Area cities in 2009 was between 8.75 and 10.75 percent, of which between 6.25 and 7.25 percent was distributed to the State, 0.5 to 2 percent was distributed to the local jurisdiction, and 1.5 percent was used for transportation projects in the jurisdiction of Metro. In the Taxable Sales in California (Sales and Use Tax) Report, the State Board tabulates sales tax revenues by business and jurisdictions on a quarterly basis. Due to privacy laws, the State Board does not disclose sales tax revenues generated by individual businesses; therefore, the taxable sales for the individual businesses that would be acquired for each build alternative is not available.

The potential losses in sales tax revenues were estimated using total taxable sales in county unincorporated areas and the affected cities in the Study Area. Table 3.3-13 summarizes the loss of sales taxes revenue for the affected cities in the Study Area for each of the build alternatives. Based on the estimates provided in Table 3.3-14, the total estimated annual sales tax revenue losses to the affected cities by Alternatives 5A would be $350,732 and for Alternatives 6A/B/C would be between $838,545 and $999,044, depending on the design option.

Table 3.3-14 Estimated Loss of Property Tax in the Study Area

		Rancho Dominguez		Bell		Bell Gardens		Carson		Commerce		Compton		Downey	
		Property Tax Loss	Total Annual County Property Tax Revenues[1]	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues
Alternative 5A		$135,096	$951,127,467	$389,995	$21,688,534	$0	$16,855,824	$67,989	$165,248,125	$9,839	$60,354,728	$471,076	$76,773,749	$6,754	$951,127,467
Alternatives 6A/B/C	**Option 1**	$171,616		$404,337		$195,426		$81,143		$736,440		$471,076		$6,754	
	Option 2	$171,616		$539,743		$195,426		$81,143		$613,846		$471,076		$6,754	
	Option 3	$171,616		$539,743		$195,426		$81,143		$514,714		$471,076		$6,754	

Source: *Community Impact Assessment*, March 2012.
Notes: The total annual City property tax revenue was obtained from the Auditor-Controller's Office; tax revenues were collected in fiscal year 2008–2009. Individual tax property data based on tax records from 2008/2009 and 2011.
[1] Property tax data is for the County as a whole; separate data for the Rancho Dominguez community is not available.
I-710 = Interstate 710

Table 3.3-14 Estimated Loss of Property Tax in the Study Area (Cont.)

		Huntington Park		Long Beach		Paramount		South Gate		Vernon		
		Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	Property Tax Loss	Total Annual City Property Tax Revenues	TOTAL PROPERTY TAX LOSS
Alternative 5A		$29,664	$35,081,879	$97,143	$490,753,967	$347	$33,275,933	$34,196	$57,416,979	$198,157	$51,739,401	**$973,838**
Alternatives 6A/B/C	**Option 1**	$29,664		$288,217		$0		$203,010		$331,890		**$2,883,155**
	Option 2	$29,664		$288,217		$0		$203,010		$278,275		**$2,842,352**
	Option 3	$29,664		$288,217		$0		$203,010		$121,044		**$2,585,989**

Source: *Community Impact Assessment*, March 2012.
Notes: The total annual City property tax revenue was obtained from the Auditor-Controller's Office; tax revenues were collected in fiscal year 2008–2009. Individual tax property data based on tax records from 2008/2009 and 2011.
I-710 = Interstate 710

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In addition, Alternative 5A has the potential to result in a total loss of $464,643 of sales tax revenue to Metro and $2,446,061 of sales tax revenue to the State. Alternatives 6A/B/C have the potential to result in a total loss of between $1,198,163 and $1,452,723 of sales tax revenue to Metro and between $5,793,130 and $7,023,504 of sales tax revenue to the State, depending on the design option.

The estimates of sales tax revenue loss represent a worst-case estimate in that it is assumed that all businesses either relocate outside of their existing local jurisdiction or do not relocate at all. One goal of the relocation program for the I-710 Corridor Project is that relocations would occur within the affected communities.

No nonresidential acquisitions would be required in the cities of Cudahy, Lakewood, Lynwood, Maywood, Paramount, and Signal Hill, or in the communities of Boyle Heights, Wilmington, and San Pedro as a result of the build alternatives. Therefore, no sales tax revenues would be lost for these cities as a result of the build alternatives.

PROPERTY TAX. Property taxes in the Study Area are collected by the County of Los Angeles and apportioned to the incorporated cities in Los Angeles County, including the affected cities in the Study Area. Property taxes are levied on the assessed value of privately owned property (the amount levied is approximately 1 percent of the assessed property value).

The Office of the Los Angeles County Tax Collector provided the property tax paid in fiscal year 2008–2009 and 2011 for each parcel that may be potentially acquired and relocated in the Study Area cities. For this analysis, the property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each city before it is distributed to the city and other agencies.

For full property acquisitions, the total amount paid in property tax was used for this analysis. For partial property acquisitions, only the percentage of the parcel that would be acquired was used to calculate the loss in property tax revenues. For example, if one of the partial acquisitions that require relocation would acquire 2 percent of the parcel, the calculated loss of property tax revenues for that parcel would be 2 percent of the total amount paid for the property tax. Table 3.3-14 provides the estimated annual property tax loss for the build alternatives in the affected cities. Based on the estimates provided in Table 3.3-14, the total estimated property tax losses to the affected cities by Alternative 5A would be $973,838 and for Alternatives 6A/B/C would be between $2,585,989 and $2,883,155, depending on the design option.

The above estimates of property tax loss represent a worst-case estimate in that it is assumed that all properties either relocate outside of their existing local jurisdiction or do not relocate at all. One goal of the relocation program for the I-710 Corridor Project is that relocations would occur within the affected communities.

NO BUILD ALTERNATIVE. Under Alternative 1, the property acquisitions and relocations discussed above for the build alternatives would not occur as a result of the I-710 Corridor Project.

PUBLIC HEALTH CONSIDERATIONS. Please refer to the previous discussion of public health considerations related to social cohesion on page 3.3-24, which includes a discussion of anxiety and other mental health symptoms that result from housing displacements and relocations.

3.3.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The build alternatives require acquisition of residential and nonresidential parcels, and relocation would be required prior to construction. One goal of the relocation program for the I-710 Corridor Project is that relocations occur within the affected communities. Measures are provided below to mitigate these impacts.

C-1 The Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894) mandates that certain relocation services and payments by the California Department of Transportation (Caltrans) be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects (please see Appendix D, Summary of Relocation Benefits, for more detail).The Uniform Act provides for uniform and equitable treatment by Federal or Federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. If a build alternative is selected, design refinements to avoid or minimize impacts to existing land uses related to the temporary use and/or permanent acquisition of property will be incorporated in the final design of the selected alternative.

Where acquisition and relocation are unavoidable, Caltrans would follow the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by Caltrans, dated March 2, 1989. An independent appraisal of the affected property will be obtained, and Caltrans will offer the full amount not less than the approved appraisal.

While adequate comparable replacement housing appears to exist presently in neighboring cities, new replacement dwellings under Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low.

C-2 All build alternatives include improvements to the existing Bandini Blvd./Atlantic Ave. interchange, and as a result of widening and realignment of the existing southbound Interstate 710 (I-710) off-ramp to Bandini Blvd., acquisition and relocation of the City of Vernon Fire Station No. 4 will be required. While a potential site for relocation has not been identified at this time, Caltrans will coordinate with the City of Vernon in identifying a new site for relocation within the general vicinity of the existing station so as to maintain the existing response times and service area. In addition, the existing fire station would not be demolished until the new fire station is operational.

3.3.3 Environmental Justice

The information in this section is based on the CIA (March 2012).

3.3.3.1 Regulatory Setting

All projects involving a Federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President Clinton on February 11, 1994. EO 12898 directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2011, this was $22,350 for a family of four.[1]

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in the I-710 Corridor Project. The Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

[1] http://www.aspe.hhs.gov/poverty/06fedreg.htm.

3.3.3.2 AFFECTED ENVIRONMENT

The I-710 Corridor is home to a large proportion of minority[1] and low-income populations and communities within the I-710 Corridor are affected by operation of the freeway. The route carries thousands of heavy trucks daily to and from the POLA and the Port of Long Beach (POLB), along with passenger vehicle traffic. The resulting traffic congestion, air pollution, and traffic incidents directly affect all residents of the area, including the minority and low-income communities within the I-710 Corridor.

Table 3.3-15 summarizes the current and projected demographic characteristics of the Study Area and Los Angeles County. The data has been provided by SCAG and is at the geographic level of Traffic Analysis Zones (TAZ), which are geographic units used in regional travel demand modeling and are similar (but not identical) to census tracts.

As shown in Table 3.3-15, the percentage of minority and low-income population in the Study Area is higher than in Los Angeles County and is projected to remain so in 2035. Also, the Study Area population profile is somewhat younger than that of Los Angeles County, with higher percentages of those under age 18 and under age five and lower percentages of those over age 65, both now and projected in the future. However, the proportion of residents in the Study Area under age 18 and under age five is projected to drop slightly by 2035, while the proportion of residents over age 65 is projected to rise from approximately 7 to 11 percent. There is also a slightly higher proportion of disabled or mobility-limited residents in the Study Area compared to Los Angeles County, with both the percentage and the gap between the Study Area and Los Angeles County projected to rise by 2035.

Also, as shown in Table 3.3-15, there are locations with concentrated poverty in the Study Area compared with Los Angeles County. The Federal government establishes an annual poverty threshold, and SCAG tracks the percentage of households that fall below this level. Because the official poverty threshold is quite low[2] and southern California is one of the least affordable urban areas in the country, SCAG also estimates the additional percentage of households that fall below 1.5 times and two times the Federal poverty threshold. In 2008, households below two times the Federal poverty threshold totaled almost 34 percent of Los Angeles County households but nearly 42 percent of Study Area households. By 2035, poverty is projected to

[1] The Federal Highway Administration (FHWA) and the Department of Transportation (DOT) orders define “minority” to mean Black, Hispanic, Asian American, or American Indian/Alaskan Native.

[2] The 2011 poverty guideline is $22,350 for a family of four (http://aspe.hhs.gov/POVERTY/09poverty.shtml).

Table 3.3-15 Demographic Characteristics of the Study Area and Los Angeles County

	Study Area[1] (2008)	Los Angeles County (2008)	Study Area[1] (2035)	Los Angeles County (2035)
Total Population	1,318,940	10,446,821	1,463,850	12,331,013
Total Households	340,893	3,298,196	385,138	4,001,687
Population (%)				
Minority	89.8	71.7	93.9	80.5
African-American	9.5	8.7	5.8	6.2
Asian/Pacific Islander	5.6	12.4	5.7	13.8
Latino (Hispanic)	72.8	47.5	80.4	57.0
Native American	0.3	0.3	0.3	0.3
Non-Hispanic White	10.2	28.3	6.1	19.5
Other	1.6	2.8	1.6	3.2
65 and Over	7.1	9.9	11.0	15.3
Under 18	32.6	26.3	30.4	24.3
Under 5	9.6	7.5	9.2	7.0
Disabled/Mobility-Limited	10.7	9.6	12.1	10.6
Households (%)				
Below Federal Poverty[2]	18.4	15.8	19.6	16.5
Below 1.5x Federal Poverty[2]	12.0	9.4	12.5	9.7
Below 2x Federal Poverty[2]	11.3	8.7	11.4	8.8
Income Quintile 1 (lowest)[3]	27.0	22.4	26.3	21.4
Income Quintile 2	26.0	20.6	25.3	19.5
Income Quintile 3	20.9	19.4	20.4	18.9
Income Quintile 4	15.9	18.6	16.0	18.9
Income Quintile 5 (highest)	10.2	19.0	12.0	21.3

Source: Growth Forecast for the 2008 Regional Transportation Plan, SCAG.

[1] The Study Area figures include data for all transportation analysis zones that fall entirely or partially within the Study Area boundary.

[2] These three categories can be added to indicate a total below two times the Federal poverty threshold.

[3] A quintile is one-fifth, or 20 percent, of the household income distribution. Quintile 1: ≤$19,360; Quintile 2: $19,361–$36,340; Quintile 3: $36,341–$57,323; Quintile 4: $57,324–$91,402; Quintile 5: ≥$91,403. All figures are in 1999 dollars (incomes reported in the 2000 Census) for households in the six-county SCAG region.

I-710 = Interstate 710

SCAG = Southern California Association of Governments

worsen, with 35 percent of Los Angeles County households and 43.5 percent of Study Area households below two times the poverty threshold. The distribution of household incomes by quintile (where Quintile 1 [Q1] is the lowest 20 percent of southern California households by income and Quintile 5 [Q5] is the highest 20 percent of households by income) also demonstrates the prevalence of lower-income households in the Study Area as compared with Los Angeles County.

3.3.3.3 Environmental Consequences

Permanent Impacts.

Build Alternatives. Each of the discussions below analyze whether the I-710 Corridor Project would result in a specific type of disproportionate adverse impact on minority, low-income, youth, elderly, or disabled populations. Different types of impacts may be of particular interest to individual communities or decision makers. To the extent possible, analyses have been designed to show whether groups are likely to be better or worse off as a result of the build alternatives.

Air Quality and Health Risk Assessment. The Air Quality/Health Risk Assessment (AQ/HRA) for the I-710 Corridor Project evaluated the overall impacts of the build alternatives; the results of that analysis are provided in Section 3.13 of this Draft EIR/EIS. The analysis found that, compared to 2008 baseline levels, cancer risk and most vehicle exhaust emissions are projected to decrease, with the greatest reductions generally seen in alternatives with a zero-emission freight corridor. With the exception a few locations very near I-710, all residents in the Study Area will experience these beneficial effects of the project, including the environmental justice populations that are prevalent throughout the Study Area.

When differences between the build alternatives and Alternative 1 are considered, areas that would be more adversely impacted (i.e., could have a higher cancer risk under the build alternative) have higher concentrations of minority, low-income, young, and disabled populations than in the reference population of Los Angeles County. The most pronounced differences are seen in the north end of the I-710 Corridor, between the northern terminus of the freight corridor and State Route 60 (SR-60), where impacts are based on analysis results that reflect the assumption that trucks not on the freight corridor do not have zero-emission technologies under Alternatives 6A/B/C. Under the ZEE Design Option of Alternatives 6A/B/C, the impacts would be eliminated as the segment between the northern terminus of the freight corridor, and SR-60 would experience the same emission reductions as in the areas traversed by the zero-emission freight corridor.

Economic Impacts/Benefits. Alternatives 5A and 6A/B/C have the potential for adverse economic impacts on I-710 Corridor cities with high levels of poverty. Cities including Bell and Compton could be most affected by potential losses of sales and property tax revenue under Alternative 5A, with Commerce, Long Beach, South Gate, and Bell Gardens additionally affected under Alternatives 6A/B/C. By contrast, all I-710 Corridor cities would experience a beneficial impact temporarily from direct jobs (jobs generated

during construction) and permanently from indirect job growth (jobs generated as a result of the operation of the project) associated with the build alternatives. For all build alternatives, these additional jobs would be far more numerous than the jobs that might be lost in each city due to business relocations. Moreover, the potential job losses can be reduced or eliminated if businesses are relocated within the same city. The jobs that would be created in the I-710 Corridor due to project construction are not contingent on relocation decisions. To minimize the potential adverse economic impacts to cities with high poverty levels, priority will be given to relocating businesses within the same city.

NOISE. According to the *Caltrans Traffic Noise Analysis Protocol* (2011), "a substantial noise increase is considered to occur when the project's predicted worst-hour design-year noise level exceeds the existing worst-hour noise level by 12 A-weighted decibels (dBA) or more." The average noise increases in the TAZ affected by Alternative 1 and all build alternatives, are no more than five dBA. Thus, there is no substantial impact, and therefore, no disproportionate impact from noise increases anticipated from the I-710 Corridor Project.

The need for noise abatement is also determined according to which areas may experience noise that approaches or exceeds the Federal Noise Abatement Criteria (NAC). The Noise Study Report found that most parts of the Study Area will exceed the NAC. As a result, soundwalls are proposed at locations throughout the I-710 Corridor. As discussed in Section 3.14, Noise, of the Draft EIR/EIS, although there are some areas in which soundwalls do not completely abate noise impacts, these impacts are not disproportionate to environmental justice communities. The noise reduction provided by these soundwalls will provide beneficial effects that will benefit minority and low-income populations along the Corridor.

TRAFFIC. The environmental justice analysis of traffic impacts of the I-710 Corridor Project considers several ways in which corridor communities may be affected. One purpose of the I-710 Corridor Project is to reduce congestion on the I-710 mainline, resulting in time savings for those who travel along the I-710 Corridor, including Study Area residents. The I-710 Corridor Project would result in modifications to existing freeway access points and possibly result in parking restrictions in certain places or at certain times within the Study Area. The I-710 Corridor Project would also involve enhancements to transit service (bus) within the Study Area, which will benefit Study Area residents who use bus services, as further discussed below. The I-710 Corridor Project would also affect the operation of numerous arterial street intersections within the I-710 Corridor as discussed in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities.

Each of these impacts is discussed below.

CORRIDOR TIME SAVINGS. The I-710 Design Team estimated the vehicle hours of delay (VHD) that would be saved for each of the build alternatives compared to Alternative 1. All of the build alternatives would result in a reduction in VHD on the I-710 mainline, and Alternatives 6A/B/C would also reduce VHD on the arterials in the Study Area. Overall, Alternative 5A would reduce VHD by a small amount compared to Alternative 1 (less than 0.5 percent), while Alternatives 6A/B/C would each reduce VHD by about 2 percent compared to Alternative 1 (No Build). In each case the majority of vehicle hours saved are projected to be for autos rather than for trucks. While detailed information on travel behavior by income, age, racial or ethnic group, or disability is not available for the Study Area, these reductions in delay would benefit all drivers on I-710. Residents of the Study Area will experience these benefits to a greater extent than residents of the reference population area (Los Angeles County) due to their proximity to the facility.

CHANGES IN ACCESS. Changes in freeway access that would result under the build alternatives have been evaluated and categorized as beneficial or adverse (neutral changes were not considered).

Based on the analysis conducted for the CIA, the following conclusions could be drawn:

- There would be an adverse impact to Asian/Pacific Islander populations in the I-710 Corridor consisting of a group of three adverse changes in freeway access in the city of Long Beach whether Alternative 5A, 6A, 6B, or 6C is selected. There is no regulatory threshold for determining when an impact is disproportionate to environmental justice populations. This impact is not considered disproportionate, as it is not very severe (changes in access resulting in maximum additional travel time of one minute) or extensive in context (only three locations affected).

- There would be no other adverse impacts with respect to changes in access along the I-710 Corridor whether Alternative 5A, 6A, 6B, or 6C is selected.

PARKING RESTRICTIONS. The locations of the affected portions of these arterial roadways were mapped with indicators of low-income and minority populations based on the 2035 demographic data. The areas traversed by these arterials will be largely minority in 2035 (most of the areas north of State Route 91 (SR-91) are projected to be between 95 and 100 percent minority, while areas in the southern

part of the I-710 Corridor will be at least 50 percent minority). Most of the areas through which these arterials run are projected to have below 50 percent of households, below two times the Federal poverty threshold in 2035. The parking restrictions will apply only to the street parking on these arterials and will not affect off-street, side-street, alley, or parking structure capacity for residents and businesses in these areas. These other parking areas provide sufficient capacity for vehicle parking during peak periods when the arterial parking restrictions will be in effect. Therefore, there would be no disproportionate adverse impact from the imposition of peak period parking restrictions.

TRANSIT SERVICE ENHANCEMENTS. As indicated in Chapter 2.0, Project Alternatives, all build alternatives will include transit improvements in the form of increased service on all Metro Rapid routes and local bus routes in the Study Area. These improvements, along with additional County and regional investments in transit services, such as additional light rail, commuter rail, and express bus services, will continue to provide alternatives to freeway travel for all residents in the Study Area, including those who are transit-dependent due to age, mobility limitation, low income, or for other reasons.

INTERSECTION ANALYSIS. The impact on level of service (LOS) at approximately 150 arterial intersections in the Study Area for each of the build alternatives has been estimated and compared with Alternative 1. The reduction or increase in the number of seconds of delay between Alternative 1 and each build alternative's morning peak, evening peak, and midday peak hours for each of the substantially impacted intersections takes into account recommended mitigation measures.[1]

This data were used to determine whether overall delay at each intersection would increase, decrease, or not change by aggregating the signs of the delay. Negative values indicate a drop in delay, which is a beneficial impact. If delay would decrease at an intersection during all three peak periods, a value of -3 was assigned. If delay would drop in the morning but rise at midday and in the evening, a value of +1 was assigned (-1 plus +1 plus +1 = +1). If delay would increase during all three peak periods, a value of +3 was assigned. For some intersections, only two peak delay estimates were given, resulting in a -2, 0, or +2 overall. Intersections where no difference could be calculated between build and no build conditions (i.e., they would be removed or created by the project) were not included in the analysis.

[1] *Intersection Traffic Impact Analysis Report*, 2011.

The aggregate peak delay was mapped along with indicators of low-income and minority populations based on the demographic data described in Table 3.3-15. The results of this analysis are discussed below. Neutral impacts (no overall change in peak delay) were not included in the analysis; only projected beneficial and adverse changes were considered. Under all of the build alternatives, more intersections would experience beneficial changes (reductions in overall delay) than would experience adverse changes (increases in delay).

- **Alternative 5A:** Under this alternative, all demographic groups examined would experience a net benefit (net decrease in the number of intersections with delay) in areas where the percentage of the demographic group exceeds the percentage in the reference population (Los Angeles County).

- **Alternative 6A:** All demographic groups examined would experience a net benefit (net decrease in the number of intersections with delay) or a neutral impact (zero or equal number of intersections with more and less delay) in areas where the percentage of the demographic group exceeds the percentage in the reference population.

- **Alternative 6B:** The results of this analysis are the same as for Alternative 6A.

- **Alternative 6C:** Under this alternative, one group would experience a net adverse change in intersection delay. The Asian/Pacific Islander population, in areas where it exceeds the County reference population of 14 percent, would see an increase in delay at one intersection within the city of Long Beach. The projected magnitude of this increase in delay is 12.1 seconds. For all other groups, in areas where they exceed the respective reference population percentage, the impact of Alternative 6C would be beneficial.

Based on the foregoing summary, there would be an adverse impact to Asian/Pacific Islander populations in the I-710 Corridor consisting of a projected 12.1-second increase in delay at one intersection in Long Beach if Alternative 6C is selected. There is no regulatory threshold for determining when an impact is disproportionate to environmental justice populations. This impact is not considered disproportionate, as it is not very severe (12.1 seconds) or extensive in context (only three intersections affected). There would be no other disproportionate adverse impacts related to intersection delay along the I-710 Corridor whether Alternative 5A, 6A, 6B, or 6C is selected.

COMMUNITY AESTHETIC ENHANCEMENT. The *Urban Design and Aesthetics Toolbox Report* (July 2011) establishes a set of design principles for the I-710 Corridor Project. These principles encompass a wide array of potential aesthetic enhancements that are available to communities throughout the I-710 Corridor according to their preferences. Examples of enhancements that can be included are enhanced sound wall design, sustainable landscapes, water quality features, decorative lighting, and pedestrian and bicycle enhancements, among others. Caltrans will develop an I-710 Corridor Master Plan that will address visual and aesthetic enhancements designed to improve the appearance of the freeway. It is the I-710 Funding Partner agencies' goal that these aesthetic enhancements will benefit all communities and all demographic groups within the I-710 Corridor (see Section 3.6, Visual/Aesthetics, for additional discussion of this plan).

CULTURAL RESOURCES. The Historic Property Survey Report for the I-710 Corridor Project (2012) concludes that there are no adverse effects to any historic properties or cultural resources in the Study Area. Therefore, there are no disproportionate adverse effects to any specific demographic groups along the I-710 Corridor related to effects on cultural or historic resources.

EMERGENCY/COMMUNITY SERVICES. The locations of emergency and community service facilities within the Study Area were mapped along with indicators of low-income and minority populations based on the demographic data described in Table 3.3-15. Only four of these facilities would be directly affected by the I-710 Corridor Project:

- **Fire Station No. 4, located at 4350 Bandini Blvd. (City of Vernon):** This property would be acquired and relocated as a result of the build alternatives. The new station would be placed at a site similar in size and where existing service/response times can be maintained, and would be in operation prior to demolishing the existing station.

- **Cesar E. Chavez Park (City of Long Beach):** Currently, Shoreline Dr. consists of separated northbound and southbound lanes (one in each direction) routed through Cesar E. Chavez Park. Under all build alternatives, Shoreline Dr. would be combined and reconstructed to two through lanes in each direction along the western edge of the Park between Ocean Blvd. and Shoemaker Bridge. The existing lanes would be removed and the available land restored and landscaped to become part of Cesar E. Chavez Park. This change would improve access to the Park, as well as provide for a larger contiguous recreation area. This beneficial impact would apply primarily to

the moderate- to low-income communities within approximately 0.5 mile of the Park. These residents are the most likely park users who can walk to the Park given their proximity to the Park. The Park itself is located in a zone in which between 50 and 75 percent of the households are below two times the Federal poverty threshold. This is one of the lowest-income communities in the entire Study Area.

- **Multi-Service Center (City of Long Beach):** This facility is owned and operated by the City of Long Beach, provides comprehensive services to homeless individuals and families in the city, and includes a Children's Clinic. The Multi-Service Center is located on W. 12th St. near the Anaheim St. interchange. Alternative 5A would not directly or indirectly impact this facility, but Alternatives 6A/B/C would result in a direct impact to this facility due to construction of the freight corridor ramps at the I-710/Anaheim St. interchange. However, the DRIR indicates there are available sites within a five-mile radius of the facility for relocation. In its current location, the facility is in a zone that is less than 25 percent minority and with fewer than 20 percent of residents below twice the Federal poverty level. However, it serves nearby communities in which over 50 percent are minority and over 50 percent of households are below twice the Federal poverty level.

- **Compton Hunting and Fishing Club located at 1625 S. Sportsman Dr.:** All build alternatives would require relocation of this facility. The facility is located in an area that is projected to be between 95 and 100 percent minority in 2035 and between 35 and 50 percent composed of households below two times the Federal poverty level.

Based on the foregoing discussion, it can be concluded that Alternative 5A would affect three community service or emergency response facilities in the I-710 Corridor, one each located in Vernon, Compton, and Long Beach. The Vernon and Compton facilities can be expected to be relocated without loss of services to the community. The Long Beach facility, a park, will be beneficially affected. Therefore, this alternative would not result in a disproportionate impact for environmental justice purposes. Additionally, Alternatives 6A/B/C would affect four community service or emergency response facilities in the I-710 Corridor, one each located in Vernon and Compton, and two in Long Beach. One effect, on Cesar E. Chavez Park in Long Beach, would be beneficial. The other three facilities can be expected to be relocated without loss of services to the community. Therefore, these alternatives would not result in a disproportionate impact for environmental justice purposes.

HAZARDOUS MATERIALS/WASTE. As discussed in Section 3.12, Hazardous Waste/ Materials, of this Draft EIR/EIS, the *Hazardous Waste Initial Site Assessment* (ISA – 2011) identified four categories of properties that were considered "environmentally substantial" and have the potential to have created an environmental concern for the I-710 Corridor Project: parcels associated with Alternative 5A; parcels associated with Alternatives 6A/B/C (all of which will have the same impacts); parcels associated with arterial intersections that will be modified as part of the project; and off-site parcels. These locations were mapped along with indicators of the following populations based on the demographic data described in Table 3.3-15.

The ISA found that for all build alternatives, the arterial intersections, and off-site properties, for five of the groups examined, a majority or all of the environmentally substantial sites are located in areas where the percentage of these groups in the population exceeds their percentage in the reference population of Los Angeles County. These groups are: Latino (Hispanic), minority, those in the three highest income quintiles, under 5, and disabled/mobility-limited. Most of these impacts are of concern from an environmental justice perspective.

Based on this analysis, it can be concluded that each of the build alternatives, including improvements to the arterial intersections, has the potential to have disproportionate adverse impacts on minority, low-income, young, elderly, and disabled/mobility-limited populations due to contaminated properties within the I-710 Project Corridor. Alternative 5A could have disproportionate impacts on four such groups, while Alternatives 6A/B/C, arterial intersection work, and off-site properties could each have disproportionate impacts on seven such groups. An impact to these groups would occur if a release of hazardous materials occurred during site remediation or during project construction. The avoidance, minimization, and mitigation measures for hazardous waste described in Section 3.12 and Subsection 3.24.4 would eliminate this potential disproportionate impact.

RELOCATION IMPACTS. The DRIR identified parcels that would be subject to acquisition and relocation under the build alternatives. The locations of these relocation parcels were mapped along with indicators of low-income and minority populations based on the demographic data described in Table 3.3-15. Relocation is not necessarily in itself an adverse impact. In accordance with the Federal Uniform Act, these impacts are expected to be fully mitigated so that there is no net adverse effect to the owner or occupant of each relocation property, whether it is used for residential, commercial, industrial, or agricultural purposes.

The DRIR found that Alternatives 6A/B/C would result in more relocations than Alternative 5A. Alternative 5A would result in relocations to 29 non-vacant residential or recreational parcels, and Alternatives 6A/B/C would result in relocations of 157 non-vacant residential or recreational parcels. Under all build alternatives, for several demographic groups, the majority of these relocations would occur in areas where their percentage exceeds that of the reference population. If any of the build alternatives are selected, a majority of the relocations would occur in areas where minority, low-income, disabled/mobility-limited, and young residents reside. The Draft Relocation Impact Report finds that Last Resort Housing (i.e., the construction of units where insufficient comparable replacement housing is available) may need to be implemented in the cities of Bell, Commerce, and Compton under one or more build alternatives. Therefore, with implementation of the Federal Uniform Relocation Act and Last Resort Housing, these relocations would not result in a disproportionate impact.

TOLLING. Alternative 6C analyzed the potential inclusion of tolling for trucks using the freight corridor. Two issues of concern from an environmental justice perspective were raised in regard to the possible use of tolling: (1) the potential impact of tolls on low-income truck drivers, and (2) the potential that tolls could divert trucks from the I-710 freight corridor onto arterial streets in the low-income and minority neighborhoods that surround I-710.

- **Toll Impacts on Truck Drivers:** Two recent studies in the San Pedro Bay Port area described the income levels and other demographics of truck drivers engaged in port drayage. Some of these drivers are employees of licensed motor carriers, while others are individual truck owners. This discussion focuses on the individual owner-operators, since employee drivers presumably will have toll costs reimbursed by their employer.

  The two studies, one conducted by California State University, Long Beach (Monaco, 2007), and one by the Gateway Cities Council of Governments (GCCOG, 2007), were carried out in 2006 and used surveys and other means to estimate the hourly and annual earnings of port truck drivers. The results of the two studies were not identical, but are comparable: gross annual wages (revenues) were estimated at roughly $75,000-$76,000, while annual net earnings were estimated at $34,749 by one study (Monaco) and $29,432 by the other (CGR). In either case, these earnings fall below the median income for Los Angeles County according to the 2000 Census.

Moreover, the California State University study found that the port truck drivers surveyed were over 90 percent Latino (Hispanic).

When tolls are imposed, they must be paid at the point of tolling by the carrier of goods, but the shipper of the goods can be charged for this cost of doing business. Transportation contracts often specify that cargo owners (also called shippers) must pay such fees. However, tolling is not widespread in the U.S., and tolling of a dedicated freight facility is essentially untried. Thus, there is little precedent for understanding who would likely bear the cost of a toll if it were imposed on the I-710 freight corridor. Given the very low net earnings of owner-operator port drayage drivers as a group, it is unlikely that they would be able to absorb the cost of freight corridor tolls. However, in the complex port drayage market, there is no coordinating authority to ensure that tolls would always be passed on to the shipper.

- **Impact of Tolling on Arterial Roadways:** InfraConsult (2011) conducted an analysis of the potential for truck tolls on the I-710 freight corridor to divert truck traffic onto local arterial streets. In the vicinity of I-710, most of these arterials serve areas with high percentages of minority and low-income residents. According to a summary of this analysis, tolling the freight corridor would reduce truck traffic on the parallel arterials compared with a no-toll freight corridor. This result indicates that there would be no disproportionate adverse impact to I-710 Corridor communities from diversion of trucks due to tolling on the freight corridor.

In conclusion, tolling could place an additional financial burden on truck owner-operators using the I-710 Corridor, who are predominantly minority and have low net earnings on average. Some type of policy intervention may be needed to alleviate this impact, such as offering reduced tolls for low-income truck drivers. Tolling of the freight corridor is not projected to cause a disproportionate adverse impact on I-710 Corridor communities due to diversion of trucks onto arterial streets.

VISUAL IMPACTS. The *Visual Impact Assessment* (VIA, 2011) analyzed the visual impacts of the build alternatives by evaluating potential changes to 31 Key Views within the I-710 Corridor and is discussed in Section 3.6, Visual/Aesthetics, of this Draft EIR/EIS. The locations of the changes to these Key Views under the build alternatives were mapped along with indicators of low-income and minority populations based on the demographic data described in Table 3.3-15.

All build alternatives will result in some adverse visual impacts, with Alternatives 6A/B/C creating the most substantial adverse impacts. Beneficial impacts occur at a few locations where the I-710 build alternatives eliminate or screen undesirable visual features from sensitive viewers.

- **Alternative 5A:** Two of the groups analyzed, in areas where their percentage exceeds their percentage in the Los Angeles County reference population, would experience a net decrease in the quality of Key Views if this alternative were selected: Asian/Pacific Islanders and residents with incomes in the highest three quintiles. Only the first of these impacts would be of concern from an environmental justice perspective, as it is a potentially adverse impact to a minority group. It consists of an adverse visual impact along I-710 south of I-405 in the city of Long Beach. According to the *Visual Impact Assessment*, this visual impact would be low. All other groups analyzed, in areas where their percentage exceeds that of the reference population, would experience a net improvement to the quality of Key Views.

- **Alternatives 6A/B/C:** Several groups would experience a net decrease in the quality of Key Views in areas where their percentage exceeds that of the reference population: those in the top three income quintiles, those in the bottom two income quintiles, all minority groups, Latino (Hispanic) and Asian/Pacific Islander. Most of these impacts would be of concern from an environmental justice perspective.

As there is no regulatory threshold for determining when an impact is disproportionate to environmental justice populations, it can be concluded that, based on the findings described above, Alternative 5A would not result in an impact considered disproportionate, as it is not very severe (determination of low visual impact) or extensive in context (only one location affected). However, Alternatives 6A/B/C could result in disproportionate adverse impacts to Key Views at several locations along the I-710 Corridor for low-income residents (in bottom two income quintiles), minorities, Latinos, and Asian/Pacific Islanders.

WATER QUALITY/STORMWATER RUNOFF. The *Water Quality and Stormwater Runoff Study* (2011) discussed in Section 3.9, Water Quality and Stormwater Runoff, of this Draft EIR/EIS recommends that best management practices (BMPs) be employed to protect water resources throughout the Study Area. Specifically, these BMPs would be deployed during facility operation to mitigate surface runoff from the freeway and to mitigate impacts from freeway maintenance activities. As long as these mitigation

measures (BMPs) are deployed as recommended, there would be no disproportionate impacts on any communities along the I-710 corridor.

ENVIRONMENTAL JUSTICE SUMMARY. As a result of the build alternatives, some disproportionate adverse impacts are identified, while in other areas, no disproportionate adverse effects are found. In general, adverse effects identified have the potential to be mitigated. These analysis results are provided to help stakeholders and decision-makers evaluate the magnitude and extent of the impacts and benefits to minority, low-income, elderly, young, and disabled residents of the I-710 Corridor communities. The analysis also highlights areas where mitigation measures may be needed, including economic impacts, tolling, and relocation.

NO BUILD ALTERNATIVE. Under Alternative 1, the I-710 Corridor Project benefits and impacts associated with environmental justice considerations discussed above for the build alternatives would not occur as a result of the I-710 Corridor Project.

PUBLIC HEALTH CONSIDERATIONS. See Sections 3.1.3 and 3.3.1 of this EIR/EIS for a discussion of public health considerations that would also apply to environmental justice populations.

3.3.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Avoidance, minimization, and mitigation measures stipulated below and in other sections of this Draft EIR/EIS will reduce impacts to most affected populations, including environmental justice populations, with the exception of those who are located very near I-710 and experience noise and air quality impacts that cannot be fully mitigated and/or abated.

C-3 Should a tolling alternative (Alternative 6C) be selected as the preferred alternative, Caltrans shall encourage the tolling authority to implement a tolling system where tolls would either be paid directly by the benefitted cargo owner or provide for discounted tolls or rebates to qualifying low-income drayage drivers.

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