



SR 710 North Study

*Volume 1*

# Community Impact Assessment

Los Angeles County, California

E.A. 187900

EFIS 0700000191

07-LA-710 (SR 710)

Prepared for



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

November 2014

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# COMMUNITY IMPACT ASSESSMENT

## VOLUME I

LOS ANGELES COUNTY, CALIFORNIA  
CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 7

E.A. 187900  
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07-LA-710 (SR 710)

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# Executive Summary

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This *Community Impact Assessment* (CIA) describes the relationship between the alternatives for the State Route 710 (SR 710) North Study and the cities and communities within the SR 710 North Study area. This CIA analyzes the potential impacts of the SR 710 North Study Build Alternatives related to land use and planning, growth, community character and cohesion, economics, community facilities and services, and environmental justice to assess how those Build Alternatives may affect the people, institutions, neighborhoods, communities, and larger social and economic systems in the study area.

## Project Description

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) proposes transportation improvements to improve mobility and relieve congestion in the area between State Route 2 (SR 2) and Interstates 5, 10, 210 and 605 (I-5, I-10, I-210, and I-605, respectively) in east/northeast Los Angeles and the western San Gabriel Valley. The proposed alternatives for the SR 710 North Study include the No Build Alternative, the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, the Bus Rapid Transit (BRT) Alternative, the Light Rail Transit (LRT) Alternative, and the Freeway Tunnel Alternative. Components of the TSM/TDM Alternative will also be included with the BRT, LRT, and Freeway Tunnel Alternatives.

## Report Contents

This CIA contains the following sections:

- **Chapter 1.0, Introduction:** This chapter provides a brief overview of the purpose of the CIA and its contents.
- **Chapter 2.0, Project Description:** This chapter provides the project's purpose and need statement and a description of the location and type of improvements included in the No Build, TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives.
- **Chapter 3.0, Community Outreach and Involvement:** This chapter provides a summary of the community outreach meetings held in support of the SR 710 North Study since 2011.
- **Chapter 4.0, Regulatory Setting:** This chapter provides information regarding various State and federal regulations related to environmental issue areas discussed in this CIA, including: growth, farmlands, community character and cohesion, relocations and real property acquisition, environmental justice, and local plans and ordinances.
- **Chapter 5.0, Community Profiles:** This chapter provides information about existing land use patterns in the 20 cities, 7 neighborhoods, and 8 unincorporated communities in Los Angeles County within the CIA study area. Additional information regarding socioeconomic conditions, demographics, applicable local and regional planning goals and policies, community services and facilities, utility service providers, historical and projected growth trends, property and sales tax revenue collections, labor force characteristics, and planned land uses is provided for the 8 cities, 3 neighborhoods, and 6 unincorporated communities in the CIA study area in which physical improvements included in the SR 710 North Study Build Alternatives are proposed.

- **Chapter 6.0, Environmental Consequences:** This chapter assesses the potential for the SR 710 North Study No Build, TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives to result in adverse effects related to land use and planning, growth, community character and cohesion, economics, and community facilities and services. A summary of each alternative’s potential effects related to these issue areas is provided in Table ES.1.
  - **Section 6.1, Land Use and Planning:** This section discusses the potential for the No Build and Build Alternatives of the SR 710 North Study to result in impacts related to compatibility with existing and planned land uses and consistency with regional and local plans and policies.
  - **Section 6.2, Growth:** This section assesses the potential for the SR 710 North Study No Build and Build Alternatives to influence the amount, location, type, and/or timing of growth in the cities and communities in the study area.
  - **Section 6.3, Community Character and Cohesion:** This section discusses how the physical changes associated with the SR 710 North Study (e.g., construction, disturbance, and residential and business displacements) would affect the character and cohesion of the cities and communities in the study area.
  - **Section 6.4, Economics:** This section discusses the employment, tax revenue, and parking impacts associated with the SR 710 North Study.
  - **Section 6.5, Community Facilities and Services:** This section analyzes the potential for the SR 710 North Study Build Alternatives to result in direct and/or indirect impacts on community and utility facilities. The analyses consider the potential for the following types of temporary and permanent impacts on community and utility facilities during construction and operation of the SR 710 North Study Build Alternatives: use of land for temporary construction easements (TCEs), permanent easements, permanent acquisition of land, air quality, noise, traffic/access, and parking. In addition, the analyses consider whether existing utility facilities would need to be protected in-place or relocated during construction.
- **Chapter 7.0, Environmental Justice:** This chapter assesses whether the SR 710 North Study No Build, TSM/TDM, BRT, LRT, and Freeway Tunnel Alternatives would result in disproportionate impacts to environmental justice populations and whether those Alternatives would result in benefits for those populations.
- **Chapter 8.0, Avoidance, Minimization, and Mitigation Measures:** This chapter discusses actions and measures to avoid, minimize, and mitigate adverse effects of the SR 710 North Study Build Alternatives related to community character and cohesion, utilities, and relocation.
- **Chapter 9.0, List of Preparers:** This chapter provides a list of the individuals involved in the preparation of this CIA.
- **Chapter 10.0, References:** This chapter provides information regarding technical studies prepared for the SR 710 North Study and other reference materials used in the preparation of this CIA.

## Summary of Impacts

Table ES.1, which follows the last page of text in this Executive Summary, summarizes the impacts of the Build Alternatives related to land use, growth, community character and cohesion, economics, community facilities and services, utilities, and environmental justice populations as well as the environmental commitments (measures to avoid, minimize and/or mitigate impacts) to address those impacts. The impacts in Table ES.1 are organized in the order in which the impact analyses occur in Chapters 6 and 7 of this CIA.

As shown in Table ES.1, the LRT Alternative would result in the following significant unavoidable adverse effects:

- Community cohesion effects related to the displacement of 15 neighborhood-oriented businesses in East Los Angeles. Although compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 would minimize the adverse effects, such effects would remain significant.

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TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
<b>LAND USE AND PLANNING</b>						
Compatibility with Existing and Planned Land Uses	No permanent conversion of General Plan non-transportation designated uses to transportation uses.  No inconsistencies with any jurisdiction's General Plan Land Use Element.	Permanently converts 0.6 acre of General Plan non-transportation designated uses to transportation uses.  Inconsistent with 6 jurisdictions' General Plan Land Use Elements.	Permanently converts 0.9 acre of General Plan non-transportation designated uses to transportation uses.  Inconsistent with 8 jurisdictions' General Plan Land Use Elements.	Permanently converts 18.6 acres of General Plan non-transportation designated land uses to transportation uses.  Inconsistent with 8 jurisdictions' General Plan Land Use Elements.	Single-bore and dual-bore design variations permanently convert 1.8 acres of General Plan non-transportation designated land uses to transportation uses.  Inconsistent with 6 jurisdictions' General Plan Land Use Elements.	<b>LU-1:</b> Caltrans/Metro coordination regarding amendments to General Plans or other local land use plans.
Consistency with Regional and Local Plans	Inconsistent with 2 Regional Plans.  Inconsistent with policies/objectives in 3 jurisdictions' General Plans, a program goal in 1 jurisdiction's Specific Plan, and an objective in 1 jurisdiction's Community Plan.	Inconsistent with 2 Regional Plans  Inconsistent with policies/objectives in 3 jurisdictions' General Plans, a program goal in 1 jurisdiction's Specific Plan, and an objective in 1 jurisdiction's Community Plan.	Inconsistent with 2 Regional Plans  Inconsistent with policies/objectives in 3 jurisdictions' General Plans and a program goal in 1 jurisdiction's Specific Plan.	Inconsistent with 2 Regional Plans  Inconsistent with policies/objectives in 4 jurisdictions' General Plans, an objective in 1 jurisdiction's Community Plan, and program goals in 1 jurisdiction's Specific Plan.	The single-bore design variation and the non-tolled operational variations of the dual-bore design variation would be inconsistent with 2 Regional Plans.  Inconsistent with policies/objectives in 2 jurisdictions' General Plans and an objective in 1 jurisdiction's Community Plan. The single-bore design variation would also be inconsistent with a program goal in 1 jurisdiction's Specific Plan.	<b>LU-1:</b> Caltrans/Metro coordination regarding amendments to General Plans or other local land use plans.
<b>GROWTH</b>						
Growth-Related Effects on Resources of Concern	Not anticipated to result in growth-related effects in the study area or growth-related effects on resources of concern because the improvements included in the No Build Alternative are expected to accommodate existing, approved, and planned growth in the area and are not expected to influence the amount, timing, or location of growth in the study area.	Not anticipated to result in growth-related effects in the study area or growth-related effects on resources of concern because the improvements included in the TSM/TDM Alternative are expected to accommodate existing, approved, and planned growth in the area and are not expected to influence the amount, timing, or location of growth in the study area.	Not anticipated to result in growth-related effects in the study area or growth-related effects on resources of concern because the improvements included in the BRT Alternative are expected to accommodate existing, approved, and planned growth in the area and are not expected to influence the amount, timing, or location of growth in the study area.	Not anticipated to result in growth-related effects in the study area or growth-related effects on resources of concern because the improvements included in the LRT Alternative are expected to accommodate existing, approved, and planned growth in the area and are not expected to influence the amount, timing, or location of growth in the study area.	Not anticipated to result in growth-related effects in the study area or growth-related effects on resources of concern because the improvements included in the Freeway Tunnel Alternative are expected to accommodate existing, approved, and planned growth in the area and are not expected to influence the amount, timing, or location of growth in the study area.	None required.
<b>COMMUNITY CHARACTER AND COHESION</b>						
<b>Temporary Effects Related to Community Character and Cohesion</b>						
Temporary Construction Easements (TCEs)	No TCEs required.	Requires TCEs on 16 parcels.	Requires TCEs on 52 parcels.	Requires TCEs on 26 parcels.	<b>Single-Bore Design Variation:</b> Requires TCEs on 60 parcels.  <b>Dual-Bore Design Variation:</b> Requires TCEs on 66 parcels.	None required.
Short-Term Traffic Effects	No short-term traffic effects.	Temporary lane restrictions in 25 areas, which may impact access and circulation.  No temporary access disruptions.	Temporary lane restrictions along Atlantic Boulevard, Huntington Drive, Fair Oaks Avenue; and 23 other areas in the study area temporary ramp closures at the SR 60/Atlantic Boulevard interchange, which may impact access and circulation.  No temporary access disruptions.	Temporary lane restrictions in 33 areas, which may impact access and circulation.  Weekend full-roadway closures in the vicinity of the underground LRT stations and overnight closures where the elevated alignment would cross SR 60, I-710, and other roadways.	<b>Single-Bore Design Variation:</b> Results in delays at 5 locations and detours in 8 locations near the south tunnel portal and delays at 8 locations and detours at 11 locations near the north tunnel portal.  <b>Dual-Bore Design Variation:</b> Results in delays at 6 locations and detours in 9 locations near the south tunnel portal and delays at 8 locations and detours at 11 locations near the north tunnel portal.	Implementation of a Transportation Management Plan to minimize effects on residents and businesses.

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
					Both design variations would also result in temporary lane restrictions in 23 of the same areas as the TSM/TDM Alternative.  No temporary access disruptions under either design variation.	
<b>Permanent Effects Related to Community Character and Cohesion</b>						
Permanent Easements	No permanent easements.	Two permanent aerial easements.	Two permanent aerial easements.	Permanent tunnel easements beneath 183 parcels, permanent aerial easements above 13 parcels, and permanent subsurface easements beneath 1 parcel.	<b>Single-Bore Design Variation:</b> Permanent tunnel easements beneath 324 parcels, permanent footing easements on 3 parcels, permanent subsurface easements for uses other than the tunnel beneath 32 parcels and 1 permanent aerial easement.  <b>Dual-Bore Design Variation:</b> Permanent tunnel easements beneath 563 parcels, permanent footing easements on 3 parcels, and 41 subsurface easements for uses other than the tunnel and 1 permanent aerial easement.	None required.
Access and Transportation Connectivity	No permanent changes in access; however, does not provide improvements to the transit, transportation, and circulation systems, thus potentially adversely affecting access in the future if traffic congestion increases.	Minor permanent changes in access or circulation in 8 areas.	Minor permanent changes in access or circulation in 8 areas.	Minor permanent changes in access or circulation in 9 areas.	Minor permanent changes in access or circulation in 8 areas.	None required.
Property Acquisitions and Relocations	No property acquisition or displacement would occur.	1 full parcel acquisition, 31 partial parcel acquisitions.  1 business, 6 employees displaced.  No effects on community cohesion.	1 full parcel acquisition, 76 partial parcel acquisitions.  1 business, 6 employees displaced.  No effects on community cohesion.	59 full parcel acquisitions, 42 partial parcel acquisitions.  74 businesses, 675 employees displaced.  Community cohesion effects related to the displacement of 15 neighborhood-oriented businesses in East Los Angeles.	<b>Single-Bore Design Variation:</b> 1 full parcel acquisition, 19 partial parcel acquisitions.  <b>Dual-Bore Design Variation:</b> 1 full parcel acquisition, 19 partial parcel acquisitions.  Both design variations would result in the displacement of 2 businesses, 35 employees.  No effects on community cohesion.	<b>CI-1:</b> Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
<b>ECONOMICS</b>						
<b>Temporary Effects Related to Economics</b>						
Construction-Related Employment	No increases in employment related to construction.	Estimated to result in 1,400 person-year jobs, generating \$64.7 million (in 2010 dollars) in employment earnings.	Estimated to result in 3,100 person-year jobs, generating \$148.6 million (in 2010 dollars) in employment earnings.	Estimated to result in 31,500 person-year jobs, generating \$1.5 billion (in 2010 dollars) in employment earnings.	<b>Single-Bore Design Variation:</b> Estimated to result in 43,100 person-year jobs for the operational variation that includes trucks and tolls or 41,000 person-year jobs for the operational variation that includes trucks, tolls, and express buses. Both operational variations are estimated to generate \$1.9 billion (in 2010 dollars) in employment earnings.	None required.

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
					<b>Dual-Bore Design Variation:</b> Estimated to result in 73,700 person-year jobs for the operational variation that includes trucks and tolls and the operational variation that includes trucks but no tolls. Both operational variations are estimated to generate \$3.5 billion (in 2010 dollars) in employment earnings.	
Temporary Parking Losses	No temporary parking losses.	Minimal effects to on- and off-street parking.	Minimal effects to on- and off-street parking.	Temporary loss of 240 parking spaces, all of which would be restored and available for use during all hours after construction is completed.  Sufficient parking supply would remain to meet demand.	Both design variations would result in temporary loss of 17 parking spaces, all of which would be restored and available for use during all hours after construction is completed.  Sufficient parking supply would remain to meet demand.	None required.
<b>Permanent Effects Related to Economics</b>						
Long-Term Employment	No direct effect on long-term employment; however, does not provide improvements to the transit, transportation, and circulation systems, thus potentially adversely affecting area businesses in the future if traffic congestion increases.	Estimated to result in 300 person-year jobs, generating \$10.5 million (in 2010 dollars) in employment earnings.	Estimated to result in 600 person-year jobs, generating \$19.6 million (in 2010 dollars) in employment earnings.	Estimated to result in 1,300 person-year jobs, generating \$45.4 million (in 2010 dollars) in employment earnings.	<b>Single-Bore Design Variation:</b> Estimated to result in 800 person-year jobs for the operational variation that includes trucks and tolls or 900 person-year jobs for the operational variation that includes trucks, tolls, and express buses, generating \$28.6 million or \$32.1 million (in 2010 dollars), respectively, in employment earnings.  <b>Dual-Bore Design Variation:</b> Estimated to result in 1,200 person-year jobs for the operational variation that includes trucks and tolls or 1,000 person-year jobs for the operational variation that includes trucks but no tolls, generating \$41.2 million or \$33.5 million (in 2010 dollars), respectively, in employment earnings.	None required.
Job Relocations/Business Displacements	No displacements.	1 business, 6 jobs displaced.	1 business, 6 jobs displaced.	74 businesses, 675 jobs displaced.	Both design variations would result in the displacement of 2 businesses, 35 jobs.	<b>CI-1:</b> Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
Potential Property Tax Revenue Losses	No direct property tax revenue losses; however, does not provide improvements to the transit, transportation, and circulation systems, thus potentially adversely affecting property tax revenues in the future if traffic congestion increases.	Estimated potential loss of \$1,000 in annual property tax revenue due to property acquisitions.	Estimated potential loss of \$2,111 in annual property tax revenue due to property acquisitions.	Estimated potential loss of \$50,885 in annual property tax revenue due to property acquisitions.	Both design variations are estimated to result in a potential loss of \$1,042 in annual property tax revenue due to property acquisitions.	None required.
Potential Sales Tax Revenue Losses	No direct sales tax revenue losses; however, does not provide improvements to the transit, transportation, and circulation systems, thus potentially adversely affecting sales	Estimated potential loss of \$1,939 in annual sales tax revenue due to business displacements.	Estimated potential loss of \$1,939 in annual sales tax revenue due to business displacements.	Estimated potential loss of \$75,425 in annual sales tax revenue due to business displacements (only 16 of the 74 businesses that may be displaced generate sales tax).	Neither design variation would result in potential sales tax revenue losses (neither of the businesses that may be displaced generate sales tax).	None required.

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
	tax revenues in the future if traffic congestion increases.					
Permanent Parking Losses	No permanent parking losses.	Permanent loss of 26 on-street parking spaces during weekday morning and afternoon peak periods, permanent loss of 220 on-street parking spaces during all hours.  Sufficient parking supply would remain to meet demand.	Permanent loss of 1,055 on-street parking spaces during weekday morning and afternoon peak periods, permanent loss of 334 on-street parking spaces during all hours.  Sufficient parking supply would remain to meet demand.	Permanent loss of 26 on-street parking spaces during weekday morning and afternoon peak periods, permanent loss of 89 on-street parking spaces during all hours.  Sufficient parking supply would remain to meet demand.	Permanent loss of 26 on-street parking spaces during weekday morning and afternoon peak periods, permanent loss of 85 on-street parking spaces during all hours.  Sufficient parking supply would remain to meet demand.	None required.
<b>COMMUNITY FACILITIES, SERVICES, AND UTILITIES</b>						
<i>Temporary Effects Related to Community Facilities, Services, and Utilities</i>						
Utilities	No utility effects.	Relocation of electric and telecommunications utilities and the protection in-place of water and sewer utilities.	Relocation of electric and telecommunications utilities and the protection in-place of water and sewer utilities.	Relocation or protection in-place of electric, water, sewer, cable, telecommunications, and gas utilities.	Both design variations would require relocation or protection in place of electric, water, sewer, telecommunications, and natural gas utilities and streetlights.  The dual-bore design variation would also require relocation or protection in place of cable utilities.	Coordinate any modifications to utility facilities with affected utility providers.
Emergency Service Providers	No effects on emergency response times.	Minor delays in emergency response times in 24 areas during construction of the TSM/TDM Alternative improvements.	Minor delays in emergency response times may occur as a result of lane restrictions and ramp closures during construction of the BRT Alternative improvements, plus the same emergency response delays as the TSM/TDM Alternative.	Minor delays in emergency response times on portions of SR 60, I-710, and 9 other areas during construction of the LRT Alternative improvements, plus the same emergency response delays as the TSM/TDM Alternative.	<b>Single-Bore Design Variation:</b> Minor delays in emergency response times in 14 areas near the south tunnel portal and 19 areas near the north tunnel portal during construction of the Freeway Tunnel Alternative improvements.  <b>Dual-Bore Design Variation:</b> Minor delays in emergency response times in 13 areas near the south tunnel portal and 19 areas near the north tunnel portal during construction of the Freeway Tunnel Alternative improvements.  Both design variations would also result in the same emergency response delays as the TSM/TDM Alternative.	Implementation of a Transportation Management Plan to minimize effects on emergency service providers.
Use of Land for Temporary Construction Easements (TCEs) at Community Facilities	No TCEs required at community facilities.	Requires a 0.02-acre TCE at 1 police station.  The TCE would not affect the ability of this facility to serve the community.	Requires a 0.02-acre TCE at 1 park, plus the same TCEs as the TSM/TDM Alternative.  None of the TCEs would affect the ability of these facilities to serve the community.	Requires a 1.7-acre TCE at 1 university, plus the same TCEs as the TSM/TDM Alternative.  None of the TCEs would affect the ability of these facilities to serve the community.	Both design variations require a 0.2-acre TCE at 1 university, plus the same TCEs as the TSM/TDM Alternative.  None of the TCEs would affect the ability of these facilities to serve the community.	None required.
Short-Term Air Quality Effects at Community Facilities	No short-term air quality effects at community facilities.	Short-term air quality effects related to dust and equipment emissions at 1 library, 6 places of worship, 12 schools, 7 parks, and 1 recreation facility in the study area.	Short-term air quality effects related to dust and equipment emissions at 3 places of worship, 2 hospitals, 8 schools, 1 college, 4 parks, 1 recreational facility, and 1 community center in the study	Short-term air quality effects related to dust and equipment emissions at 1 place of worship, 1 hospital, 2 schools, 1 university, 1 park, and 1 community center in the study area, plus the same	Short-term air quality effects related to dust and equipment emissions at 2 schools, 1 university, and 1 park in the study area, plus the same short-term air quality effects on community facilities as	Compliance with Caltrans Standard Specification Sections 10 and 18 (Dust Control), SCAQMD, Caltrans Standard Specification Section 39.3.06 for asphalt concrete plant emissions, Construction

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
		None of the short-term air quality effects would affect the ability of these facilities to serve the community.	area, plus the same short-term air quality effects on community facilities as the TSM/TDM Alternative.  None of the short-term air quality effects would affect the ability of these facilities to serve the community.	short-term air quality effects on community facilities as the TSM/TDM Alternative.  None of the short-term air quality effects would affect the ability of these facilities to serve the community.	the TSM/TDM Alternative.  None of the short-term air quality effects would affect the ability of these facilities to serve the community.	Emissions Mitigation Plan, local jurisdictions' requirements for emissions controls during construction.
Short-Term Parking Losses at Community Facilities	No short-term parking losses at community facilities.	No short-term off-street parking losses at community facilities.	No short-term off-street parking losses at community facilities.	No short-term off-street parking losses at community facilities.	Neither design variation would result in short-term off-street parking losses at community facilities.	None required.
Short-Term Noise Effects at Community Facilities	No short-term noise effects at community facilities.	Short-term noise level increases at 1 library, 6 places of worship, 12 schools, 7 parks, and 1 recreation facility in the study area.  None of the short-term noise level increases would affect the ability of these facilities to serve the community.	Short-term noise level increases at 4 places of worship, 2 hospitals, 10 schools, 2 colleges, 4 parks, 1 recreational facility, and 1 community center in the study area, plus the same short-term noise level increases on community facilities as the TSM/TDM Alternative.  None of the short-term noise level increases would affect the ability of these facilities to serve the community.	Short-term noise level increases at 1 place of worship, 1 hospital, 2 schools, 1 university, 2 parks, and 1 community center in the study area, plus the same short-term noise level increases on community facilities as the TSM/TDM Alternative.  None of the short-term noise level increases would affect the ability of these facilities to serve the community.	Short-term noise level increases at 4 schools, 1 university, and 2 parks in the study area, plus the same short-term noise level increases on community facilities as the TSM/TDM Alternative.  None of the short-term noise level increases would affect the ability of these facilities to serve the community.	Compliance with Caltrans Standard Specifications Section 14-08.02 "Noise Control," and SSP S5-310, local jurisdictions' noise ordinances.
Short-Term Traffic/Access Effects at Community Facilities	No short-term traffic/access effects at community facilities.	Short-term traffic effects at 3 police stations, 5 fire stations, 1 library, 1 city hall, 5 places of worship, 12 schools, 7 parks, and 1 recreational facility in the study area.  None of the short-term traffic effects would affect the community's ability to access these facilities.	Short-term traffic effects at 2 fire stations, 4 places of worship, 2 hospitals, 6 schools, 4 parks, 1 recreational facility, and 1 community center in the study area, plus the same short-term traffic effects on community facilities as the TSM/TDM Alternative.  None of the short-term traffic effects would affect the community's ability to access these facilities.	Short-term traffic effects at 1 courthouse, 2 hospitals, 1 place of worship, 4 schools, 1 university, 2 parks, and 1 community center in the study area, plus the same short-term traffic effects on community facilities as the TSM/TDM Alternative.  None of the short-term traffic effects would affect the community's ability to access these facilities.	Both design variations would result in short-term traffic effects at 2 schools, 1 university, and 1 park in the study area, plus the same short-term traffic effects on community facilities as the TSM/TDM Alternative.  None of the short-term traffic effects would affect the community's ability to access these facilities.	Implementation of a Transportation Management Plan to minimize effects on community facilities.
<b>Permanent Effects Related to Community Facilities, Services, and Utilities</b>						
Utilities	No long-term demand for additional utilities in the study area.	No long-term demand for additional utilities in the study area.	No long-term demand for additional utilities in the study area.	No long-term demand for additional utilities in the study area.	No long-term demand for additional utilities in the study area.	None required.
Emergency Service Providers	Increased traffic congestion in the long term could affect the ability of emergency services providers to meet their desired response times.	Permanent changes in vehicular access; however, emergency service providers would be able to utilize alternate routes.  May result in increase in the calls for emergency services, but any increase would be minor and would not exceed existing emergency response capacity.  Would not degrade emergency response times or require the construction of new police or fire facilities in the study area.	Permanent changes in vehicular access; however, emergency service providers would be able to utilize alternate routes.  May result in increase in the calls for emergency services, but any increase would be minor and would not exceed existing emergency response capacity.  Would not degrade emergency response times or require the construction of new police or fire facilities in the study area.	Permanent changes in vehicular access; however, emergency service providers would be able to utilize alternate routes.  May result in increase in the calls for emergency services, but any increase would be minor and would not exceed existing emergency response capacity.  Would not degrade emergency response times or require the construction of new police or fire facilities in the study area.	Permanent changes in vehicular access; however, emergency service providers would be able to utilize alternate routes.  May result in increase in the calls for emergency services, but any increase would be minor and would not exceed existing emergency response capacity.  Would not degrade emergency response times or require the construction of new police or fire facilities in the study area.	None required.
Permanent Acquisition of Land at Community Facilities	No permanent land acquisition at community facilities.	Permanent acquisition of 0.03 acre at 1 police station.  This acquisition would not affect the	Permanent acquisition of 0.011 acre at 1 park, plus the same acquisitions on community facilities as the TSM/TDM Alternative.	Permanent acquisition of 3 acres at 1 university, plus the same acquisitions on community facilities as the TSM/TDM Alternative.	Both design variations would require permanent acquisition of 1 acre at 1 university, plus the same acquisitions on community facilities as the TSM/TDM	<b>CI-1:</b> Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
		ability of this facility to serve the community.	None of these acquisitions would affect the ability of these facilities to serve the community.	None of these acquisitions would affect the ability of these facilities to serve the community.	Alternative. None of these acquisitions would affect the ability of these facilities to serve the community.	
Permanent Easements at Community Facilities	No permanent easements at community facilities.	No permanent easements at community facilities.	No permanent easements at community facilities.	No permanent easements at community facilities.	Both design variations would require a 0.6-acre permanent footing easement at 1 university.  This easement would not affect the ability of this facility to serve the community.	None required.
Long-Term Air Quality Effects at Community Facilities	No long-term air quality effects at community facilities.	Operation of the TSM/TDM Alternative in 2020 and 2035 would result in minor increases in MSAT emissions for certain individual MSAT pollutants compared to 2035 No Build Conditions.  Any increases in regional vehicle and MSAT emissions would be minor compared to the No Build Alternative.  None of the long-term air quality effects would affect the ability of these facilities to serve the community.	Operation of the BRT Alternative in 2035 would result in minor increases in regional vehicle emissions and MSAT emissions for certain individual MSAT pollutants compared to the 2035 No Build Alternative conditions.  None of the long-term air quality effects would affect the ability of these facilities to serve the community.	In 2025, the LRT Alternative would result in minor increases in MSAT emissions for certain individual MSAT pollutants compared to 2025 No Build Alternative conditions.  None of the long-term air quality effects would affect the ability of these facilities to serve the community.	Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in increases and decreases in regional vehicle emissions depending on the individual design and operational variations (single bore/dual bore, with/without tolls, etc.).  In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions.  None of the long-term air quality effects would affect the ability of these facilities to serve the community.	None required.
Long-Term Noise Effects at Community Facilities	Minor permanent noise level increases at community facilities.	Permanent noise level increases of 3 dB or more at 3 schools and 2 parks. All other facilities would experience either no changes in noise levels or noise level increases of less than 3 dB.  None of the permanent noise level increases would affect the ability of these facilities to serve the community.	Permanent noise level increases of 3 dB or more at 1 school, plus the same noise level increases as the TSM/TDM Alternative.  All other facilities would experience either no changes in noise levels or noise level increases of less than 3 dB.  None of the permanent noise level increases would affect the ability of these facilities to serve the community.	Permanent noise level increases of 3 dB or more at 1 park, plus the same noise level increases as the TSM/TDM Alternative.  All other facilities would experience either no changes in noise levels or noise level increases of less than 3 dB.	<b>Single-Bore Design Variation:</b> Permanent noise level increases of 3 dB or more at 1 university.  <b>Dual-Bore Design Variation:</b> Permanent noise level increases of 3 dB or more at 1 school and 1 university.  All other facilities would experience either no changes in noise levels or noise level increases of less than 3 dB.  Both design variations would also result in the same noise level increases as the TSM/TDM Alternative.	None required.
Long-Term Traffic/Access Effects at Community Facilities	No changes or disruptions in access to/from driveways of any community facilities.	No changes or disruptions in access to/from driveways of any community facilities.	No changes or disruptions in access to/from driveways of any community facilities.	No changes or disruptions in access to/from driveways of any community facilities.	Neither design variation would result in changes or disruptions in access to/from driveways of any community facilities.	None required.
Permanent Parking Losses at Community Facilities	No permanent parking losses at community facilities.	No permanent off-street parking losses at community facilities.	No permanent off-street parking losses at community facilities.	No permanent off-street parking losses at community facilities.	Neither design variation would result in permanent off-street parking losses at community facilities.	None required.

TABLE ES.1:  
Summary of Impacts

Potential Effect	No Build Alternative	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative	Avoidance, Minimization and Mitigation Measures
<b>ENVIRONMENTAL JUSTICE</b>						
Short-Term Effects	No physical impacts.	Short-term adverse air quality, noise, and traffic effects to both environmental and non-environmental justice populations across the study area.				
Permanent Effects	No adverse effects appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.	No adverse effects appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.	No adverse effects appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.	No adverse effects appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.	No adverse effects that would be appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.	<b>CI-1:</b> Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

BRT = Bus Rapid Transit  
 Caltrans = California Department of Transportation  
 dB = decibel/decibels  
 I-710 = Interstate 710  
 LRT = Light Rail Transit  
 Metro = Los Angeles County Metropolitan Transportation Authority  
 MSAT = Mobile Source Air Toxics  
 SCAQMD = South Coast Air Quality Management District  
 SR 60 = State Route 60  
 SSP = Standard Special Provisions  
 TSM/TDM = Transportation System Management/Transportation Demand Management

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# Acronyms and Abbreviations

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AA	Alternatives Analysis
ac	acre/acres
ACC	All Communities Convening
ACS	American Community Survey
ADT	average daily traffic
AFD	Alhambra Fire Department
AM	morning
APD	Alhambra Police Department
APN	Assessor Parcel Number
ARTS	Pasadena Area Rapid Transit System
ASTM	American Society for Testing and Materials
ATM	Active Traffic Management
ATSAC	Automated Traffic Surveillance and Control
AUSD	Alhambra Unified School District
BEA	Bureau of Economic Analysis
BMP	best management practice
BRT	Bus Rapid Transit
Cal State LA	California State University, Los Angeles
Caltech	California Institute of Technology
Caltrans	California Department of Transportation
CDP	Census Designated Place
Census Bureau	United States Census Bureau
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERT	Community Emergency Response Team
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH <sub>4</sub>	methane
CHP	California Highway Patrol
CIA	<i>Community Impact Assessment</i>

CLC	Community Liaison Council
CMP	Congestion Management Program
CMS	changeable message sign
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
County	Los Angeles County
COZEEP	Construction Zone Enhanced Enforcement Program
CVUSD	Covina-Valley Unified School District
dB	decibel(s)
dBA	A-weighted decibel(s)
Desk Guide	Desk Guide, Environmental Justice in Transportation Planning and Investments
DHHS	Department of Health and Human Services
DLL	Disturbance Limit Line
DONE	Department of Neighborhood Empowerment
EB	eastbound
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ELAC	East Los Angeles College
EMFAC	Emission Factor Model for Onroad Motor Vehicles
EO	Executive Order
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
ft	foot/feet
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GHG	greenhouse gas
GIS	Geographic Information System
GSD	Garvey School District
HICOMP	Highway Congestion Monitoring Program
HOV	high-occupancy vehicle

I-5	Interstate 5
I-10	Interstate 10
I-210	Interstate 210
I-605	Interstate 605
I-710	Interstate 710
IEN	Information Exchange Network
IPD	Irwindale Police Department
ITS	Intelligent Transportation Systems
JPL	Jet Propulsion Laboratory
LA	Los Angeles
LACFD	Los Angeles County Fire Department
LADOT	Los Angeles Department of Transportation
LADOT DASH	Los Angeles Department of Transportation Downtown Area Short Hop
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LASD	Los Angeles County Sheriff's Department
LAUSD	Los Angeles Unified School District
LEHD Program	Longitudinal Employer-Household Dynamics Program
$L_{eq}$	average hourly equivalent noise level
LMS	Location Management System
LOS	level of service
LRT	Light Rail Transit
L RTP	Long-Range Transportation Plan
LRV	light rail vehicle
MDL	maximum disturbance limit
Metro	Los Angeles County Metropolitan Transportation Authority
mi	mile/miles
MPFD	Monterey Park Fire Department
MPH	miles per hour
MPPD	Monterey Park Police Department
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics

MTA	Metropolitan Transit Authority
MUSD	Montebello Unified School District
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAICS	North American Industry Classification System
National Register	National Register of Historic Places
NB	northbound
NEPA	National Environmental Policy Act
NO <sub>2</sub>	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO <sub>x</sub>	oxides of nitrogen
O <sub>3</sub>	ozone
O-D	Origin-Destination
OLEV	Online Electric Vehicle Technology
PA/ED	Project Approval and Environmental Documentation
PCC	Pasadena City College
PeMS	Performance Monitoring System
PFD	Pasadena Fire Department
PM	afternoon
PM <sub>10</sub>	particulate matter 10 microns or smaller in diameter
PM <sub>2.5</sub>	particulate matter 2.5 microns or smaller in diameter
PPD	Pasadena Police Department
PUSD	Pasadena Unified School District
RCP	Regional Comprehensive Plan
RIMS II	Regional Input-Output Modeling System
ROD	Record of Decision
ROG	reactive organic gases
ROW	right of way
RSA	Resource Study Area
RTP	Regional Transportation Plan
SB	southbound

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SEA	Significant Ecological Areas
sf	square foot/square feet
SGFD	San Gabriel Fire Department
SGPD	San Gabriel Police Department
SGUSD	San Gabriel Unified School District
SMFD	San Marino Fire Department
SMPD	San Marino Police Department
SMUSD	San Marino Unified School District
SO <sub>2</sub>	sulfur dioxide
SOAC	Stakeholder Outreach Advisory Committee
SO <sub>x</sub>	sulfur oxides
SPFD	South Pasadena Fire Department
SPPD	South Pasadena Police Department
SPUSD	South Pasadena Unified School District
sq mi	square mile/miles
SR 2	State Route 2
SR 60	State Route 60
SR 110	State Route 110
SR 134	State Route 134
SR 710	State Route 710
SSP	Standard Special Provisions
STEMI	ST Elevation Myocardial Infarction
TAC	Technical Advisory Committee
TBM	tunnel boring machine
TCE	temporary construction easement
TDM	Transportation Demand Management
Title VI	Title VI of the Civil Rights Act of 1964

TMP	Transportation Management Plan
TSM	Transportation System Management
TSP	Transit Signal Priority
TSSP	Traffic Signal Synchronization Program
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
U.S.	United States
US&R	urban search and rescue
UPRR	Union Pacific Railroad
v/c	volume to capacity ratio
VHD	vehicle hours of delay
VHT	vehicles hours of travel
VMT	vehicle miles of travel
WB	Westbound
YMCA	Young Men's Christian Association

# 1. Introduction

---

This Community Impact Assessment (CIA) describes the relationship between the alternatives for the State Route 710 (SR 710) North Study and the cities and communities within the SR 710 North Study area. This CIA analyzes the potential impacts of the SR 710 North Study Build Alternatives related to land use and planning, growth, community character and cohesion, economics, community facilities and services, and environmental justice to assess how those Build Alternatives may affect the people, institutions, neighborhoods, communities, and larger social and economic systems in the study area.

This CIA was prepared in accordance with the California Department of Transportation (Caltrans) *Environmental Handbook Volume 4 – Community Impact Assessment (2011)*. Parts of this CIA expand on the guidance provided in that Handbook to better describe the potential impacts to communities in the SR 710 North Study area. While all of the required content for a CIA is included, this report is organized to disclose impacts and compare the SR 710 North Study Build Alternatives by topic and then by community/city. This format was chosen to allow the public to better understand the potential impacts in their individual cities and communities. In addition, because of the high percentage of minority and low-income populations in the SR 710 North Study area, the environmental justice analysis is provided in a separate chapter.

This CIA contains the following sections in addition to this introduction:

- Executive Summary, Table of Contents, List of Tables, List of Figures, Acronyms and Abbreviations
- Chapter 2.0: Project Description
- Chapter 3.0: Community Outreach and Involvement
- Chapter 4.0: Regulatory Setting
- Chapter 5.0: Community Profiles
- Chapter 6.0: Environmental Consequences
- Chapter 7.0: Environmental Justice
- Chapter 8.0: Avoidance, Minimization, and Mitigation Measures
- Chapter 9.0: List of Preparers
- Chapter 10.0: References

## 1.1 Limitations

This Draft CIA references technical studies and analyses prepared for the SR 710 North Study that are still being finalized. While information from these documents has been incorporated by reference and briefly summarized in the appropriate section(s), the results from these documents may change between the draft and final documents and could also change the information presented in this Draft CIA. These documents include but are not limited to the air quality, noise, traffic, visual, economics, parking, and relocation studies.

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## 2. Project Description

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### 2.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) proposes transportation improvements to improve mobility and relieve congestion in the area between State Route 2 (SR 2) and Interstates 5, 10, 210 and 605 (I-5, I-10, I-210, and I-605, respectively) in east/northeast Los Angeles and the western San Gabriel Valley. The study area for the State Route 710 (SR 710) North Study as depicted on Figure 2-1 is approximately 100 square miles and generally bounded by I-210 on the north, I-605 on the east, I-10 on the south, and I-5 and SR 2 on the west. Caltrans is the Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

### 2.2 Purpose and Need

#### 2.2.1 Purpose of the Project

Due to the lack of continuous north-south transportation facilities in the study area, there is congestion on freeways, cut-through traffic that affects local streets, and low-frequency transit operations in the study area. Therefore, the following project purpose has been established.

The purpose of the proposed action is to effectively and efficiently accommodate regional and local north-south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles, including the following considerations:

- Improve efficiency of the existing regional freeway and transit networks.
- Reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes.
- Minimize environmental impacts related to mobile sources.

#### 2.2.2 Need for the Project

The study area is centrally located within the extended urbanized area of Southern California. With few exceptions, the area from Santa Clarita in the north to San Clemente in the south (a distance of approximately 90 miles [mi]) is continuously urbanized. Physical features such as the San Gabriel Mountains and Angeles National Forest on the north, and the Puente Hills and Cleveland National Forest on the south, have concentrated urban activity between the Pacific Ocean and these physical constraints. This urbanized area functions as a single social and economic region that is identified by the Census Bureau as the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA).

There are seven major east-west freeway routes:

- State Route 118 (SR 118)
- United States Route 101 (US-101)/State Route 134 (SR 134)/I-210
- I-10
- State Route 60 (SR 60)

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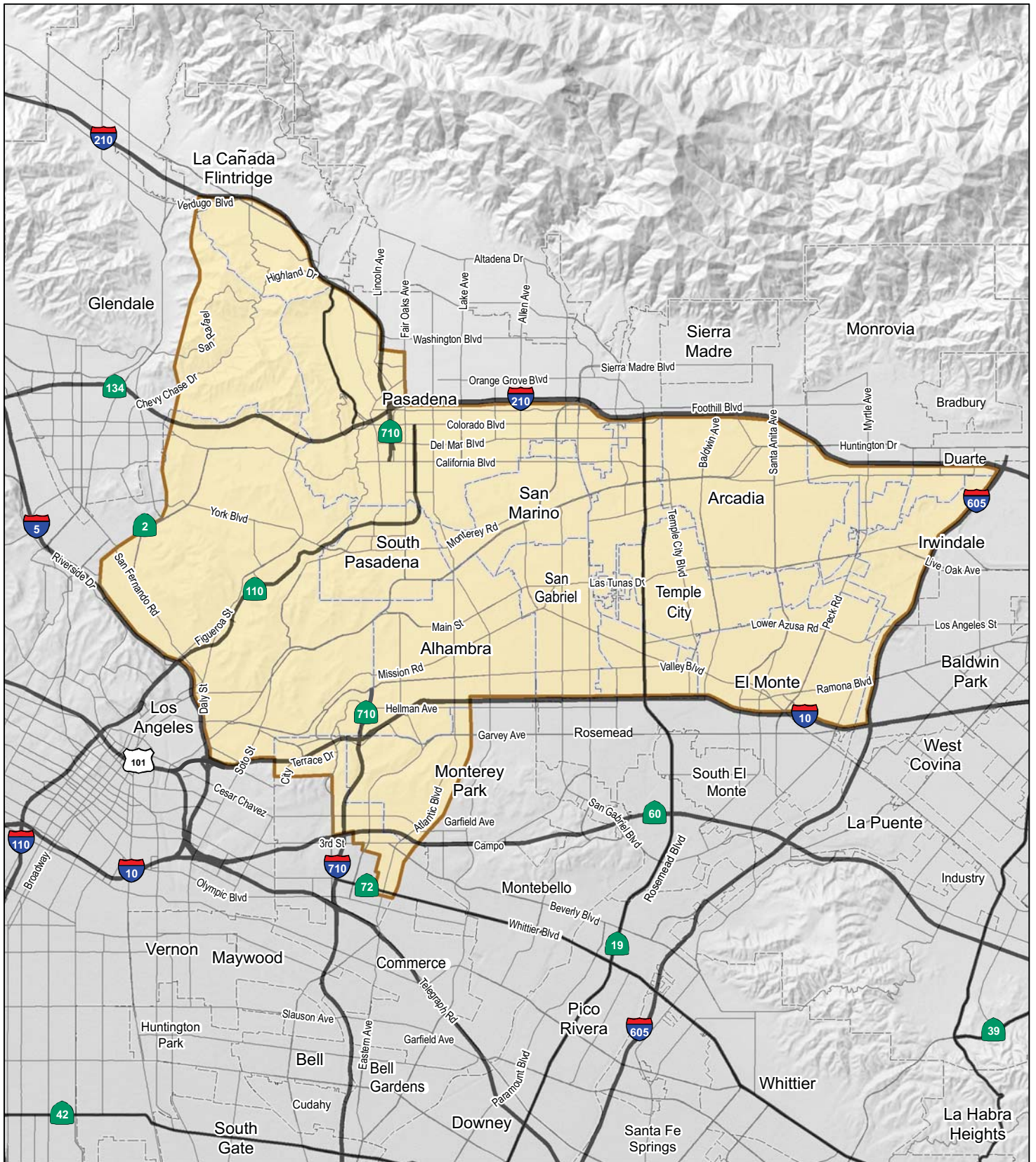

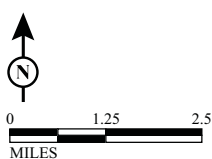


FIGURE 2-1

LEGEND  
 SR 710 North Study Area



SOURCE: ESRI (2008); LSA (2013)  
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SR 710 North Study  
 Project Location  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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- Interstate 105 (I-105)
- State Route 91 (SR 91)
- State Route 22 (SR 22)

There are seven major north-south freeway routes:

- Interstate 405 (I-405)
- US-101/State Route 170 (SR 170)
- I-5
- Interstate 110 (I-110)/State Route 110 (SR 110)
- Interstate 710 (I-710)
- I-605
- State Route 57 (SR 57)

All of these major routes are located in the central portion of the Los Angeles-Long Beach-Santa Ana MSA. Of the seven north-south routes, four are located partially within the study area (I-5, I-110/SR 110, I-710, and I-605), two of which (I-110/SR 110 and I-710) terminate within the study area without connecting to another freeway. As a result, a substantial amount of north-south regional travel demand is concentrated on a few freeways, or diverted to local streets within the study area. This effect is exacerbated by the overall southwest-to-northeast orientation of I-605, which makes it an unappealing route for traffic between the southern part of the region and the urbanized areas to the northwest in the San Fernando Valley, the Santa Clarita Valley, and the Arroyo-Verdugo region.

The lack of continuous north-south transportation facilities in the study area has the following consequences, which have been identified as the elements of need for the project:

- Degradation of the overall efficiency of the larger regional transportation system
- Congestion on freeways in the study area
- Congestion on the local streets in the study area
- Poor transit operations within the study area

## 2.3 Alternatives

The proposed alternatives include the No Build Alternative, the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, the Bus Rapid Transit (BRT) Alternative, the Light Rail Transit (LRT) Alternative, and the Freeway Tunnel Alternative. These alternatives are each discussed below.

### 2.3.1 No Build Alternative

The No Build Alternative includes projects/planned improvements through 2035 that are contained in the Federal Transportation Improvement Program (FTIP), as listed in the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Measure R and the funded portion of Metro's 2009 Long Range Transportation

Plan (LRTP). The No Build Alternative does not include any planned improvements to the SR 710 Corridor. Figure 2-2 illustrates the projects in the No Build Alternative.

### 2.3.2 Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative

The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. Components of the TSM/TDM Alternative are shown on Figure 2-3. TSM strategies increase the efficiency of existing facilities (i.e., TSM strategies are actions that increase the number of vehicle trips which a facility can carry without increasing the number of through lanes).

#### 2.3.2.1 Transportation System Management

TSM strategies include Intelligent Transportation Systems (ITS), local street and intersection improvements, and Active Traffic Management (ATM):

- **ITS Improvements:** ITS improvements include traffic signal upgrades, synchronization and transit prioritization, arterial changeable message signs (CMS), and arterial video and speed data collection systems. The TSM/TDM Alternative includes signal optimization on corridors with signal coordination hardware already installed by Metro's Traffic Signal Synchronization Program (TSSP). These corridors include Del Mar Avenue, Rosemead Boulevard, Temple City Boulevard, Santa Anita Avenue, Fair Oaks Avenue, Fremont Avenue, and Peck Road. The only remaining major north-south corridor in the San Gabriel Valley in which TSSP has not been implemented is Garfield Avenue; therefore, TSSP on this corridor is included in the TSM/TDM Alternative. The locations are shown in Table 2.1. The following provide a further explanation of the ITS elements listed above:
  - Traffic signal upgrades include turn arrows, vehicle and/or bicycle detection, pedestrian countdown timers, incorporation into regional management traffic center for real-time monitoring of traffic and updating of signal timing.
  - Synchronization is accomplished through signal coordination to optimize travel times and reduce delay.
  - Transit signal prioritization includes adjusting signal times for transit vehicles to optimize travel times for public transit riders.
  - Arterial CMS are used to alert travelers about unusual road conditions, special event traffic, accident detours, and other incidents.
  - Video and speed data collection includes cameras and other vehicle detection systems that are connected to a central monitoring location, allowing for faster detection and response to traffic incidents and other unusual traffic conditions.

# SR 710 North – No Build Alternative (DRAFT) 2035 Programmed Projects

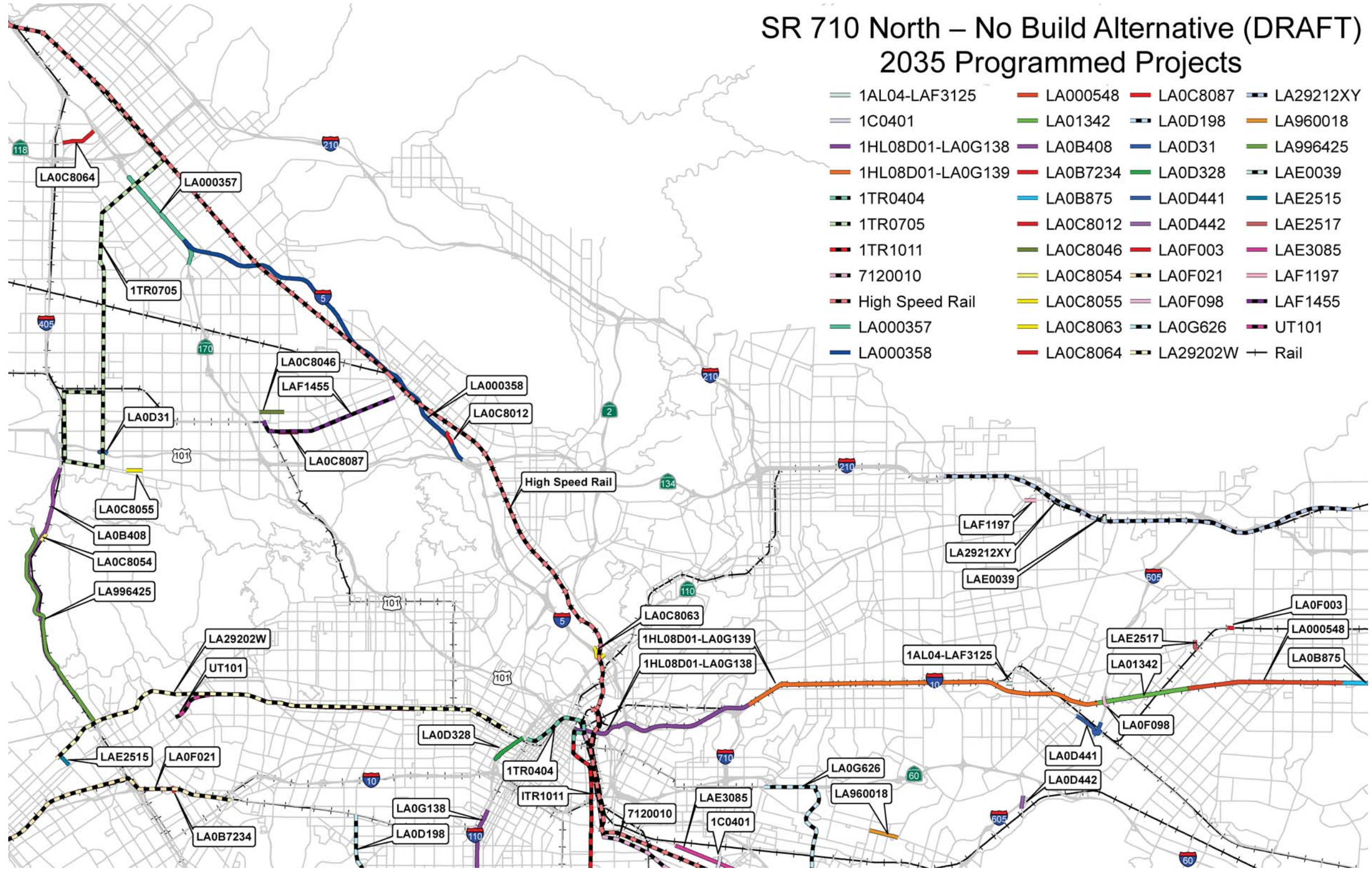


FIGURE 2-2

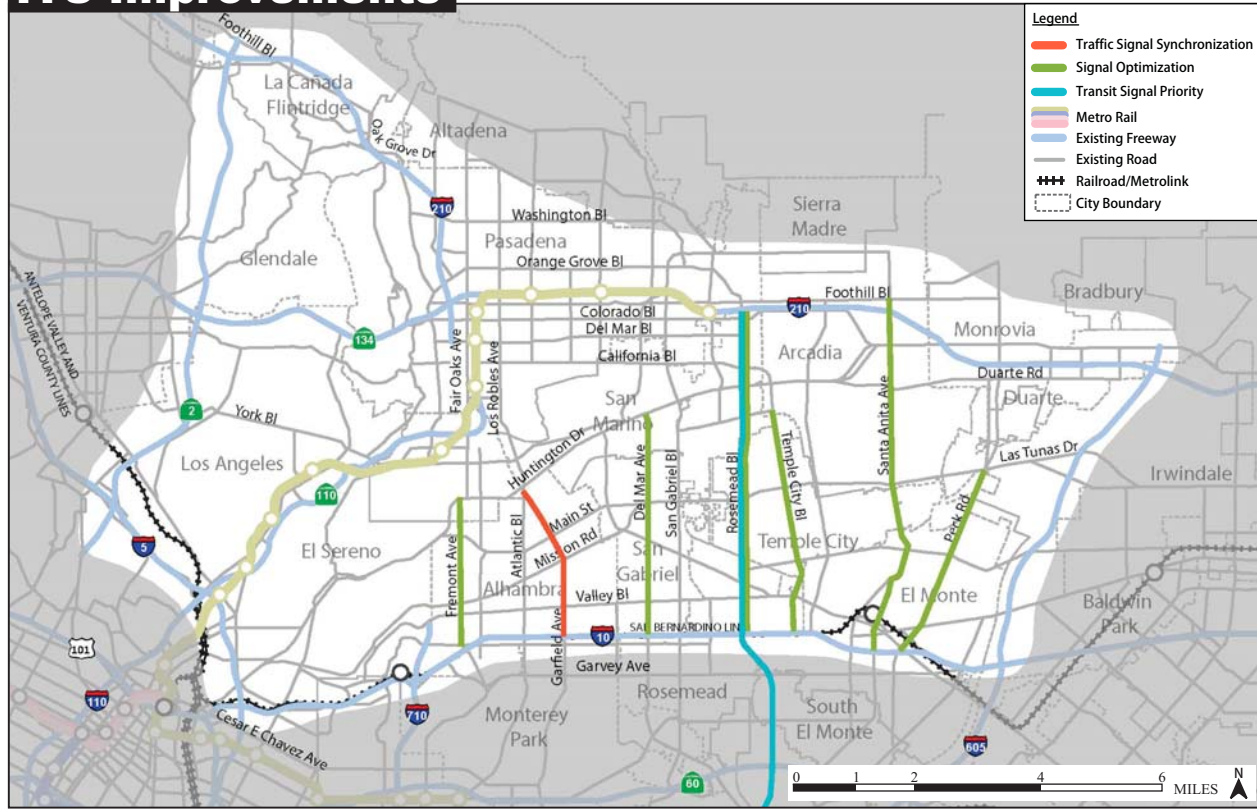


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SOURCE: CH2M HILL (2013)  
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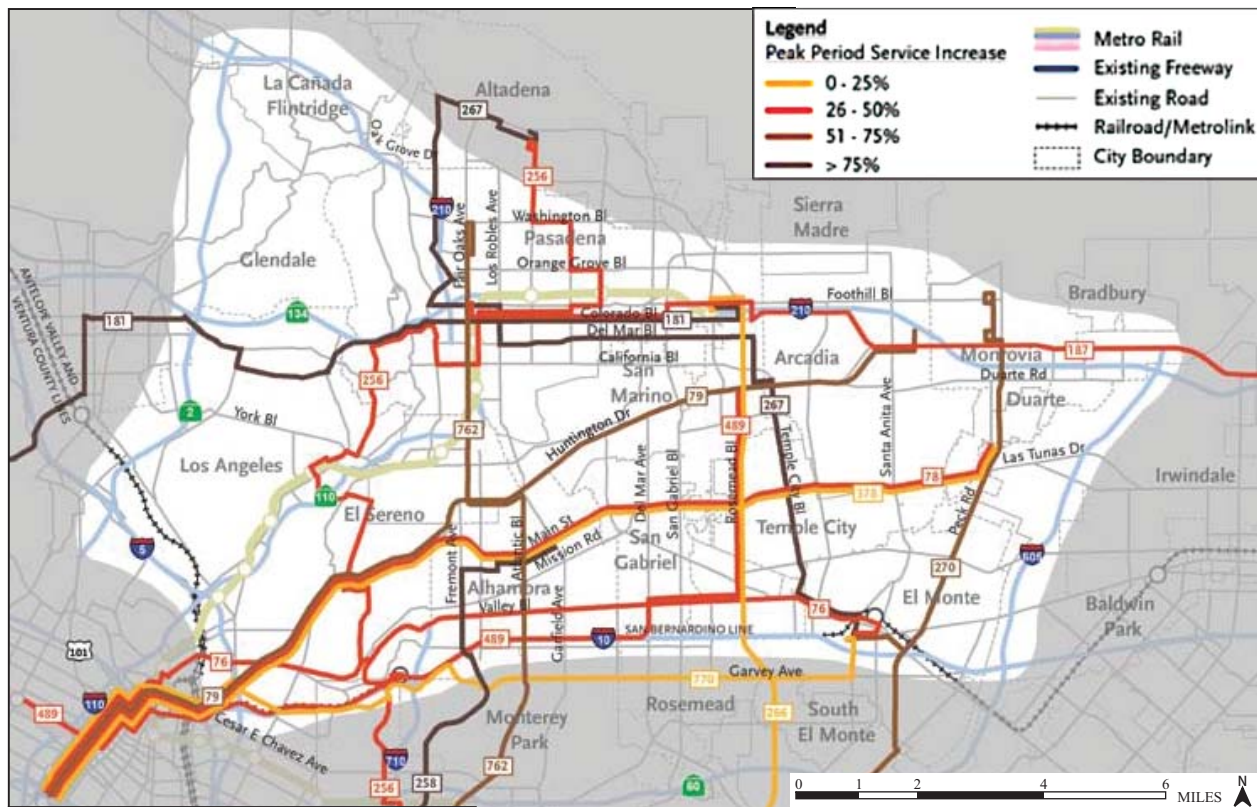
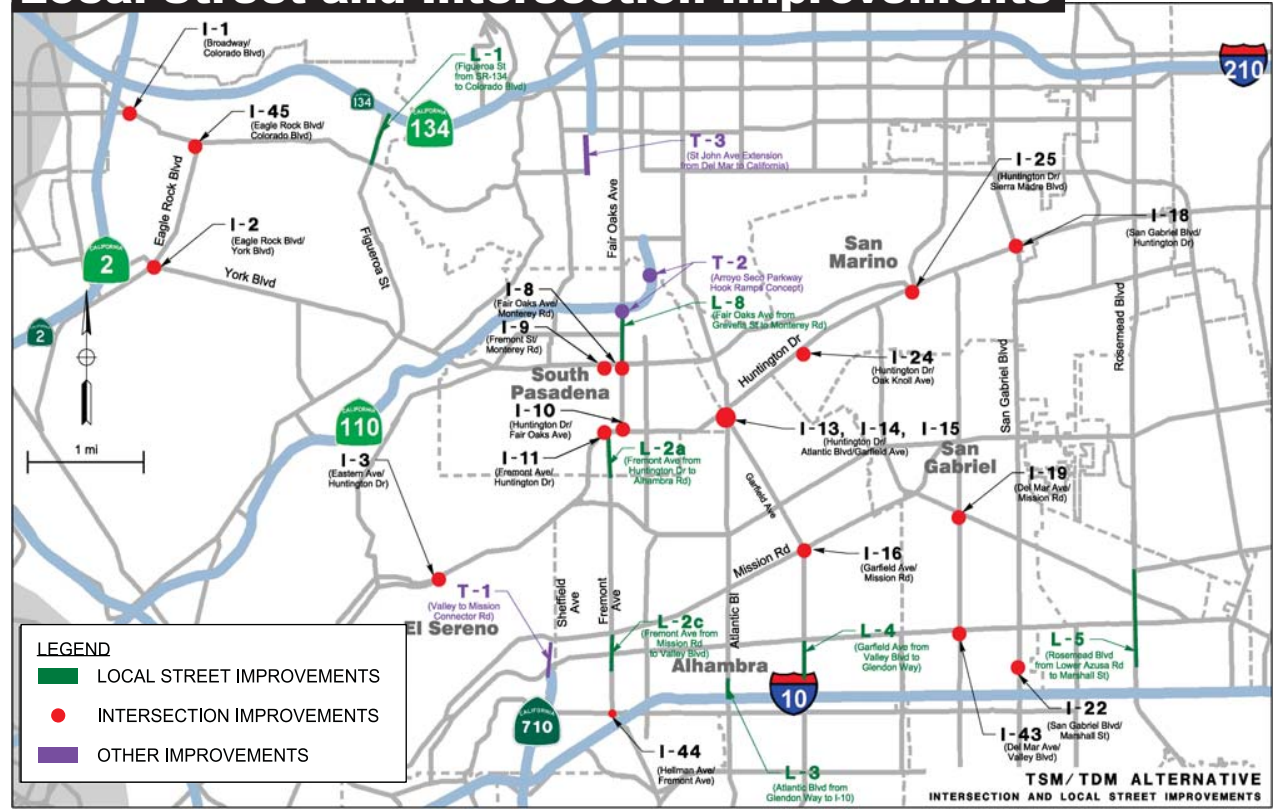
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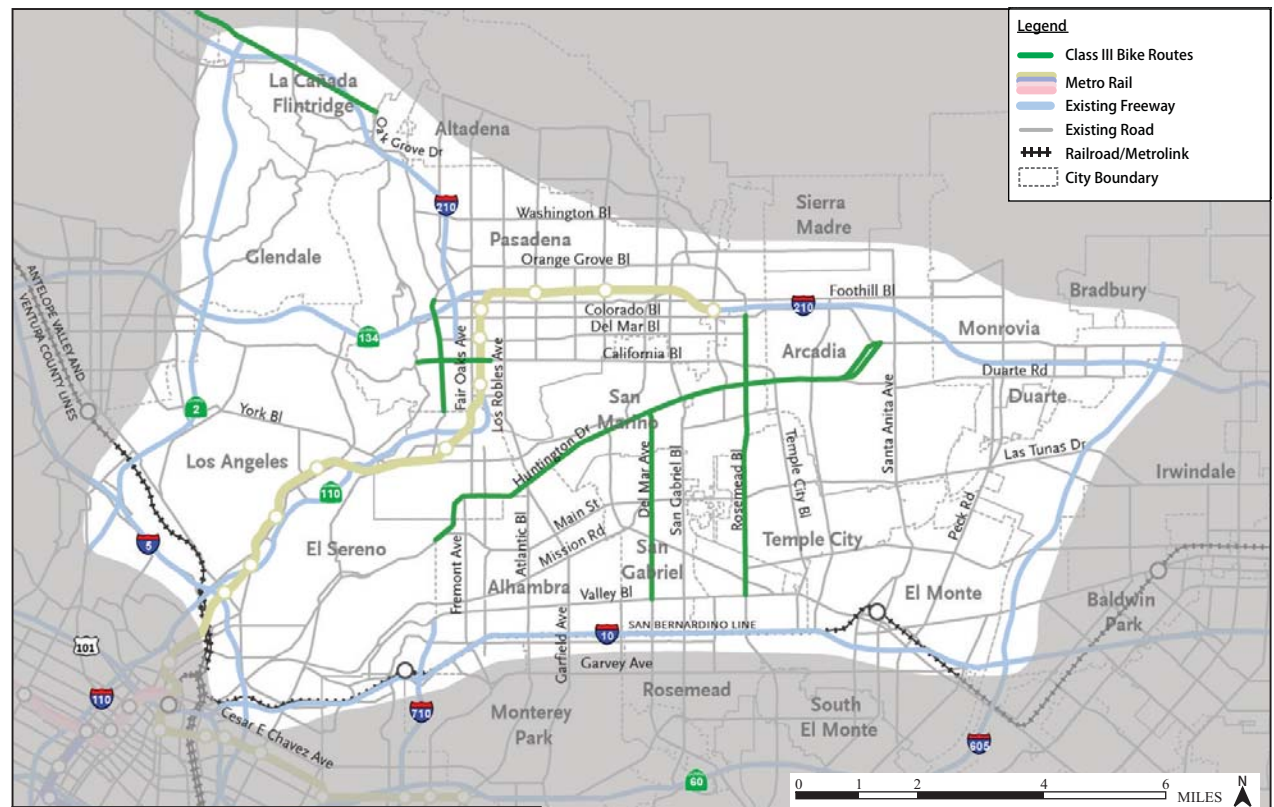
# ITS Improvements



# Local Street and Intersection Improvements



# Transit Refinement



# Active Transportation

FIGURE 2-3

SR 710 North Study  
TSM/TDM Alternative

07-LA-710 (SR 710)  
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TABLE 2.1:  
**TSM/TDM Alternative Elements**

ID No.	Description	Location
<b>ITS Improvements</b>		
ITS-1	Transit Signal Priority	Rosemead Boulevard (from Foothill Boulevard to Del Amo Boulevard)
ITS-2	Install Video Detection System on SR 110	SR 110 north of US-101
ITS-3	Install Video Detection System at Intersections	At key locations in study area
ITS-4	Arterial Speed Data Collection	On key north/south arterials
ITS-5	Install Arterial CMS	At key locations in study area
ITS-6	Traffic Signal Synchronization on Garfield Avenue	Huntington Drive to I-10
ITS-7	Signal optimization on Del Mar Avenue	Huntington Drive to I-10
ITS-8	Signal optimization on Rosemead Boulevard	Foothill Boulevard to I-10
ITS-9	Signal optimization on Temple City Boulevard	Duarte Road to I-10
ITS-10	Signal optimization on Santa Anita Avenue	Foothill Boulevard to I-10
ITS-11	Signal optimization on Peck Road	Live Oak Avenue to I-10
ITS-12	Signal optimization on Fremont Avenue	Huntington Drive to I-10

CMS = changeable message signs

TDM = Transportation Demand Management

I-10 = Interstate 10

TSM = Transportation System Management

ITS = Intelligent Transportation Systems

US-101 = United States Route 101

SR 110 = State Route 110

- Local Street and Intersection Improvements:** The local street and intersection improvements are within the Cities of Los Angeles, Pasadena, South Pasadena, Alhambra, San Gabriel, Rosemead, and San Marino. Table 2.2 outlines the location of the proposed improvements to local streets, intersections, and freeway ramps as well as two new local roadways.
- Active Traffic Management:** ATM technology and strategies are also included in the TSM/TDM Alternative. The major elements of ATM are arterial speed data collection and CMS. Data on arterial speeds would be collected and distributed through Los Angeles County’s Information Exchange Network (IEN). Many technologies are available for speed data collection or the data could be purchased from a third-party provider. Travel time data collected through this effort could be provided to navigation system providers for distribution to the traveling public. In addition, arterial CMS or “trailblazer” message signs would be installed at key locations to make travel time and other traffic data available to the public.

### 2.3.2.2 Transportation Demand Management

TDM strategies focus on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. TDM strategies facilitate higher vehicle occupancy or reduce traffic congestion by expanding the traveler’s transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. The TDM strategies include reducing the demand for travel during peak periods, reducing the use of motor vehicles, shifting the use of motor vehicles to uncongested times of the day, encouraging rideshare and transit use, eliminating trips (i.e., telecommuting), and improved transportation options. The TDM strategies include expanded bus service, bus service improvements, and bicycle improvements:

TABLE 2.2:

**Local Street and Intersection Improvements of the TSM/TDM Alternative**

ID No.	Description	Location
<b>Local Street Improvements</b>		
L-1	Figuroa Street from SR 134 to Colorado Boulevard	City of Los Angeles (Eagle Rock)
L-2a	Fremont Avenue from Huntington Drive to Alhambra Road	City of South Pasadena
L-2c	Fremont Avenue from Mission Road to Valley Boulevard	City of Alhambra
L-3	Atlantic Boulevard from Glendon Way to I-10	City of Alhambra
L-4	Garfield Avenue from Valley Boulevard to Glendon Way	City of Alhambra
L-5	Rosemead Boulevard from Lower Azusa Road to Marshall Street	City of Rosemead
L-8	Fair Oaks Avenue from Grevelia Street to Monterey Road	City of South Pasadena
<b>Intersection Improvements</b>		
I-1	West Broadway/Colorado Boulevard	City of Los Angeles (Eagle Rock)
I-2	Eagle Rock Boulevard/York Boulevard	City of Los Angeles (Eagle Rock)
I-3	Eastern Avenue/Huntington Drive	City of Los Angeles (El Sereno)
I-8	Fair Oaks Avenue/Monterey Road	City of South Pasadena
I-9	Fremont Street/Monterey Road	City of South Pasadena
I-10	Huntington Drive/Fair Oaks Avenue	City of South Pasadena
I-11	Fremont Avenue/Huntington Drive	City of South Pasadena
I-13	Huntington Drive/Garfield Avenue	Cities of Alhambra/South Pasadena/San Marino
I-14	Huntington Drive/Atlantic Boulevard	Cities of Alhambra/South Pasadena/San Marino
I-15	Atlantic Boulevard/Garfield Avenue	Cities of Alhambra/South Pasadena/San Marino
I-16	Garfield Avenue/Mission Road	City of Alhambra
I-18	San Gabriel Boulevard/Huntington Drive	City of San Marino/Unincorporated Los Angeles County (East Pasadena/East San Gabriel)
I-19	Del Mar Avenue/Mission Road	City of San Gabriel
I-22	San Gabriel Boulevard/Marshall Street	City of San Gabriel
I-24	Huntington Drive/Oak Knoll Avenue	City of San Marino
I-25	Huntington Drive/San Marino Avenue	City of San Marino
I-43	Del Mar Avenue/Valley Boulevard	City of San Gabriel
I-44	Hellman Avenue/Fremont Avenue	City of Alhambra
I-45	Eagle Rock Boulevard/Colorado Boulevard	City of Los Angeles (Eagle Rock)
<b>Other Road Improvements</b>		
T-1	Valley Boulevard to Mission Road Connector Road	Cities of Alhambra/Los Angeles (El Sereno)
T-2	SR 110/Fair Oaks Avenue Hook Ramps	Cities of South Pasadena/Pasadena
T-3	St. John Avenue Extension between Del Mar Boulevard and California Boulevard	City of Pasadena

I-10 = Interstate 10      SR 110 = State Route 110  
 I-710 = Interstate 710    SR 134 = State Route 134  
 NB = northbound        TDM = Transportation Demand Management  
 SB = southbound        TSM = Transportation System Management

- Expanded Bus Service and Bus Service Improvements:** Transit service improvements included in the TSM/TDM Alternative are summarized in Tables 2.3 and 2.4 and illustrated on Figure 2-3. The transit service improvements enhance bus headways between 10 and 30 minutes during the peak hour and 15 to 60 minutes during the off-peak period. Bus headways are the amount of time between consecutive bus trips (traveling in the same direction) on the bus route. Some of the bus service enhancements almost double existing bus service.
- Bicycle Facility Improvements:** The bicycle facility improvements include on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations. Proposed bicycle facility improvements are outlined in Table 2.4.

TABLE 2.3:  
**Transit Refinements of the TSM/TDM Alternative**

Bus Route	Operator	Route Type	Route Description	Existing Headways		Enhanced Headways	
				Peak	Off-Peak	Peak	Off-Peak
70	Metro	Local	From Downtown Los Angeles to El Monte via Garvey Avenue	10-12	15	10	15
770	Metro	Rapid	From Downtown Los Angeles to El Monte via Garvey Avenue/Cesar Chavez Avenue	10-13	15	10	15
76	Metro	Local	From Downtown Los Angeles to El Monte via Valley Boulevard	12-15	16	10	15
78	Metro	Local	From Downtown Los Angeles to Irwindale via Las Tunas Drive	10-20	16-40	10	15
378	Metro	Limited	From Downtown Los Angeles to Irwindale via Las Tunas Drive	18-23	-	20	30
79	Metro	Local	From Downtown Los Angeles to Santa Anita via Huntington Drive	20-30	40-45	15	30
180	Metro	Local	From Hollywood to Altadena via Los Feliz/Colorado Boulevard	30	30-32	15	30
181	Metro	Local	From Hollywood to Pasadena via Los Feliz/Colorado Boulevard	30	30-32	15	30
256	Metro	Local	From Commerce to Altadena via Hill Avenue/Avenue 64/Eastern Avenue	45	45	30	40
258	Metro	Local	From Paramount to Alhambra via Fremont Avenue/Eastern Avenue	48	45-55	20	30
260	Metro	Local	From Compton to Altadena via Fair Oaks Avenue/Atlantic Boulevard	16-20	24-60	15	30
762 <sup>1</sup>	Metro	Rapid	From Compton to Altadena via Atlantic Boulevard	25	30-60	15	30
266	Metro	Local	From Lakewood to Pasadena via Rosemead Boulevard/Lakewood Boulevard	30-35	40-45	15	30
267	Metro	Local	From El Monte to Pasadena via Temple City Boulevard/Del Mar Boulevard	30	30	15	30
485	Metro	Express	From Union Station to Altadena via Fremont/Lake Avenue	40	60	30	60
487	Metro	Express	From Westlake to El Monte via Santa Anita Avenue/Sierra Madre Boulevard/San Gabriel Boulevard	18-30	45	15	30
489	Metro	Express	From Westlake to East San Gabriel via Rosemead Boulevard	18-20	-	15	-
270	Metro	Local	From Norwalk to Monrovia via Workman Mill/Peck Road	40-60	60	30	60
780	Metro	Rapid	From West LA to Pasadena via Fairfax Avenue/Hollywood Boulevard/Colorado Boulevard	10-15	22-25	10	20
187	Foothill	Local	From Pasadena to Montclair via Colorado Boulevard/Huntington Drive/Foothill Boulevard	20	20	15	15

<sup>1</sup> This route would not be included as part of the BRT Alternative because the BRT Alternative would replace this service.

BRT = Bus Rapid Transit

Express = Express Bus

Foothill = Foothill Transit

Metro = Los Angeles County Metropolitan Transportation Authority

Rapid = Bus Rapid Transit

TDM = Transportation Demand Management

TSM = Transportation System Management

TABLE 2.4:  
**Active Transportation and Bus Enhancements of the TSM/TDM Alternative**

ID No.	Description	Location
<b>Bus Service Improvements</b>		
Bus-1	Additional bus service	See Table 2.3 and Figure 2-3
Bus-2	Bus stop enhancements	Along routes listed in Table 2.3
<b>Bicycle Facility Improvements</b>		
Bike-1	Rosemead Boulevard bike route (Class III)	Colorado Boulevard to Valley Boulevard (through Los Angeles County, Temple City, Rosemead)
Bike-2	Del Mar Avenue bike route (Class III)	Huntington Drive to Valley Boulevard (through San Marino, San Gabriel)
Bike-3	Huntington Drive bike route (Class III)	Mission Road to Santa Anita Avenue (through the City of Los Angeles, South Pasadena, San Marino, Alhambra, Los Angeles County, Arcadia)
Bike-4	Foothill Boulevard bike route (Class III)	In La Cañada Flintridge
Bike-5	Orange Grove bike route (Class III)	Walnut Street to Columbia Street (in Pasadena)
Bike-6	California Boulevard bike route (Class III)	Grand Avenue to Marengo Avenue (in Pasadena)
Bike-7	Add bike parking at transit stations	Metro Gold Line stations
Bike-8	Improve bicycle detection at existing intersections	Along bike routes in study area

Metro = Los Angeles County Metropolitan Transportation Authority  
 TDM = Transportation Demand Management  
 TSM = Transportation System Management

### 2.3.3 Bus Rapid Transit (BRT) Alternative

The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between East Los Angeles and Pasadena. The proposed route length is approximately 12 mi. Figure 2-4 illustrates the BRT Alternative.

The BRT Alternative includes the BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connecting bus services. BRT includes bus enhancements identified in the TSM/TDM Alternative, except for improvements to Route 762.

Buses are expected to operate every 10 minutes during peak hours and every 20 minutes during off-peak hours. The BRT service would generally replace, within the study area, the existing Metro Route 762 service. The 12 mi route would begin at Atlantic Boulevard and Whittier Boulevard to the south, follow Atlantic Boulevard, Huntington Drive, Fair Oaks Avenue, Del Mar Boulevard, and end with a terminal loop in Pasadena to the north. Buses operating in the corridor would be given transit signal priority from a baseline transit signal priority project that will be implemented separately by Metro.

Where feasible, buses would run in dedicated bus lanes adjacent to the curb, either in one direction or both directions, during peak periods. The new dedicated bus lanes would generally be created within the existing street rights of way (ROW) through a variety of methods that include restriping the roadway, restricted on-street parking during peak periods, narrowing medians, planted parkways, or sidewalks. Buses would share existing lanes with other traffic in cases where there is not enough ROW. The exclusive lanes would be exclusive to buses and right-turning traffic during a.m. and p.m. peak hours only. At other times of day, the exclusive lanes would be available for on-street parking use.

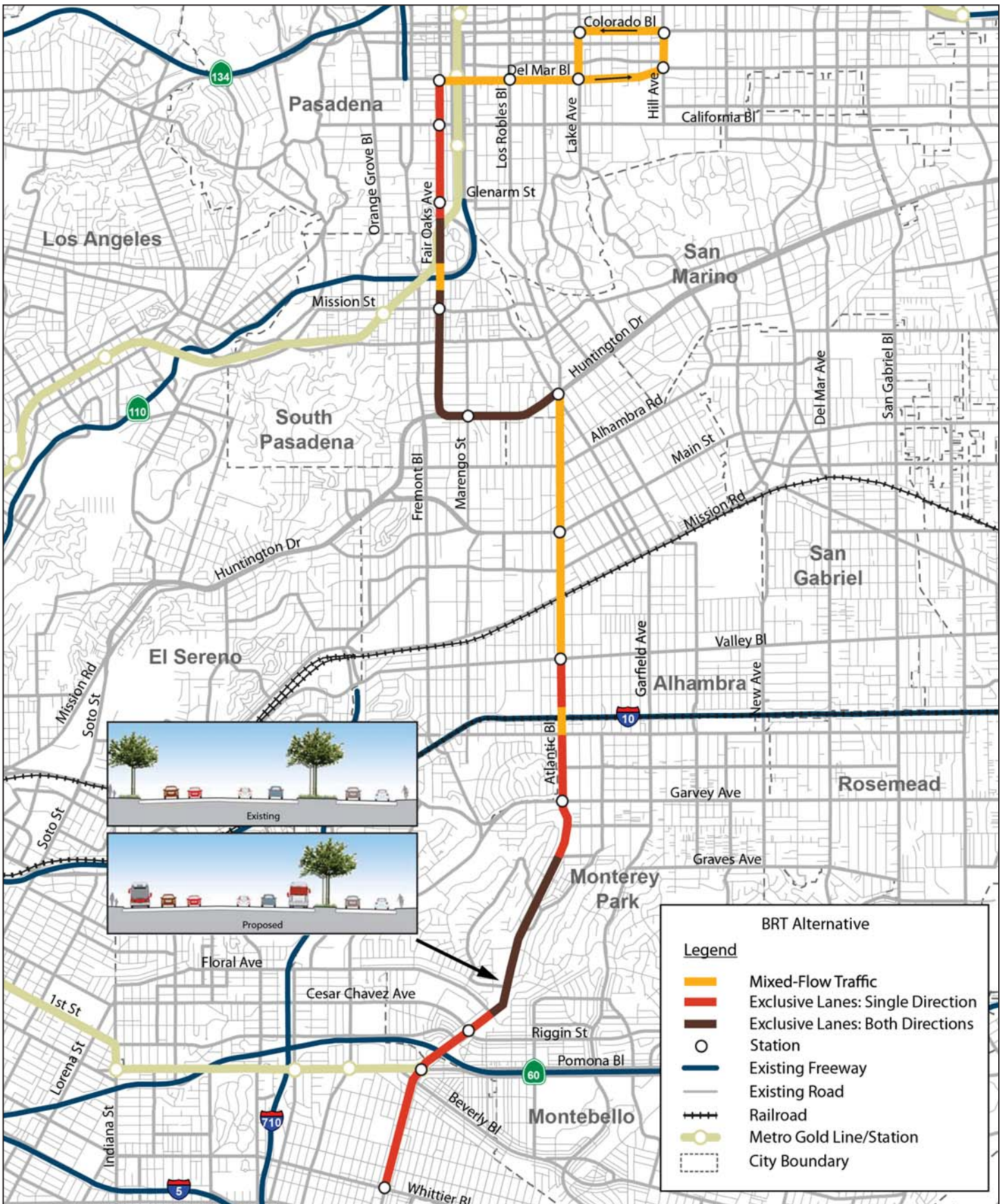


FIGURE 2-4



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A total of 17 BRT stations with amenities would be placed on average, at approximately 0.8 mi intervals at major activity centers and cross streets. Typical station amenities would include new shelters, branding elements, seating, wind screens, leaning rails, variable message signs (next bus information), lighting, bus waiting signals, trash receptacles, and stop markers. Some of these stops will be combined with existing stops, while in some cases, new stops for BRT will be provided. The BRT service would include 60-foot (ft) articulated buses with three doors, and would have the latest fare collection technology such as on-board smart card (Transit Access Pass [TAP] card) readers to reduce dwell times at stations. The BRT stops would be provided at the following 17 locations:

- Atlantic Boulevard at Whittier Boulevard
- Atlantic Boulevard between Pomona Boulevard and Beverly Boulevard
- Atlantic Boulevard at Cesar Chavez Avenue/Riggin Street
- Atlantic Boulevard at Garvey Avenue
- Atlantic Boulevard at Valley Boulevard
- Atlantic Boulevard at Main Street
- Huntington Drive at Garfield Avenue
- Huntington Drive at Marengo Avenue
- Fair Oaks Avenue at Mission Street
- Fair Oaks Avenue at Glenarm Street
- Fair Oaks Avenue at California Boulevard
- Fair Oaks Avenue at Del Mar Boulevard
- Del Mar Boulevard at Los Robles Avenue
- Del Mar Boulevard at Lake Avenue
- Del Mar Boulevard at Hill Avenue (single direction only)
- Colorado Boulevard at Hill Avenue (single direction only)
- Colorado Boulevard at Lake Avenue (single direction only)

Additionally, this alternative would include bus feeder routes that would connect additional destinations with the BRT mainline. Two bus feeder routes are proposed: one that would run along Colorado Boulevard, Rosemead Boulevard, and Valley Boulevard to the El Monte transit station; and another bus feeder route that would travel from Atlantic Boulevard near the Gold Line station to the Metrolink stations in the City of Commerce and Montebello via Beverly Boulevard and Garfield Avenue. In addition, other existing bus services in the study area would be increased in frequency and/or span of service. The El Sol shuttle improvements are an existing bus service that would be increased in frequency. The headways on the El Sol shuttle “City Terrace/East Los Angeles College (ELAC)” route that connect ELAC to the proposed Floral Station would be reduced from 60 minutes to 15 minutes.

The TSM/TDM Alternative improvements would also be constructed as part of the BRT Alternative, except as noted below. These improvements would provide the additional enhancements to

maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. Local Street Improvements L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of L-3 (Atlantic Boulevard from Glendon Way to I-10) would not be constructed with the BRT Alternative.

### 2.3.4 Light Rail Transit (LRT) Alternative

The LRT Alternative would include passenger rail operated along a dedicated guideway, similar to other Metro light rail lines. The LRT alignment is approximately 7.5 mi long, with 3 mi of aerial segments and 4.5 mi of bored tunnel segments. Figure 2-5 illustrates the LRT Alternative.

The LRT Alternative would begin at an aerial station on Mednik Avenue adjacent to the existing East Los Angeles Civic Center Station on the Metro Gold Line. The alignment would remain elevated as it travels north on Mednik Avenue, west on Floral Drive, north across Corporate Center Drive, and then along the west side of I-710, primarily in Caltrans ROW, to a station adjacent to the California State University, Los Angeles (Cal State LA). The alignment would descend into a tunnel south of Valley Boulevard and travel northeast to Fremont Avenue, north under Fremont Avenue, and easterly to Fair Oaks Avenue. The alignment would then cross under SR 110 and end at an underground station beneath Raymond Avenue adjacent to the existing Fillmore Station on the Metro Gold Line.

Two directional tunnels are proposed with tunnel diameters approximately 20 ft each, located approximately 60 ft below the ground surface. Other supporting tunnel systems include emergency evacuation cross passages for pedestrians, a ventilation system consisting of exhaust fans at each portal and an exhaust duct along the entire length of the tunnel, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring, similar to the existing LRT system.

Trains would operate at speeds of up to 65 miles per hour (mph) approximately every 5 minutes during peak hours and 10 minutes during off-peak hours.

Seven stations would be located along the LRT alignment at Mednik Avenue in East Los Angeles, Floral Drive in Monterey Park, Cal State LA, Fremont Avenue in Alhambra, Huntington Drive in South Pasadena, Mission Street in South Pasadena, and Fillmore Street in Pasadena. The Fremont Avenue Station, the Huntington Drive Station, the Mission Street Station, and the Fillmore Street Station would be underground stations. New Park-and-Ride facilities would be provided at all of the proposed stations except for the Mednik Avenue, Cal State LA, and Fillmore Street stations.

A maintenance yard to clean, maintain, and store light rail vehicles would be located on both sides of Valley Boulevard at the terminus of SR 710. A track spur from the LRT mainline to the maintenance yard would cross above Valley Boulevard.

Two bus feeder services would be provided. One would travel from the Commerce Station on the Orange County Metrolink line and the Montebello Station on the Riverside Metrolink line to the Floral Station, via East Los Angeles College. The other would travel from the El Monte Bus Station to the Fillmore Station via Rosemead and Colorado Boulevards. In addition, other existing bus services in the study area would be increased in frequency and/or span of service.

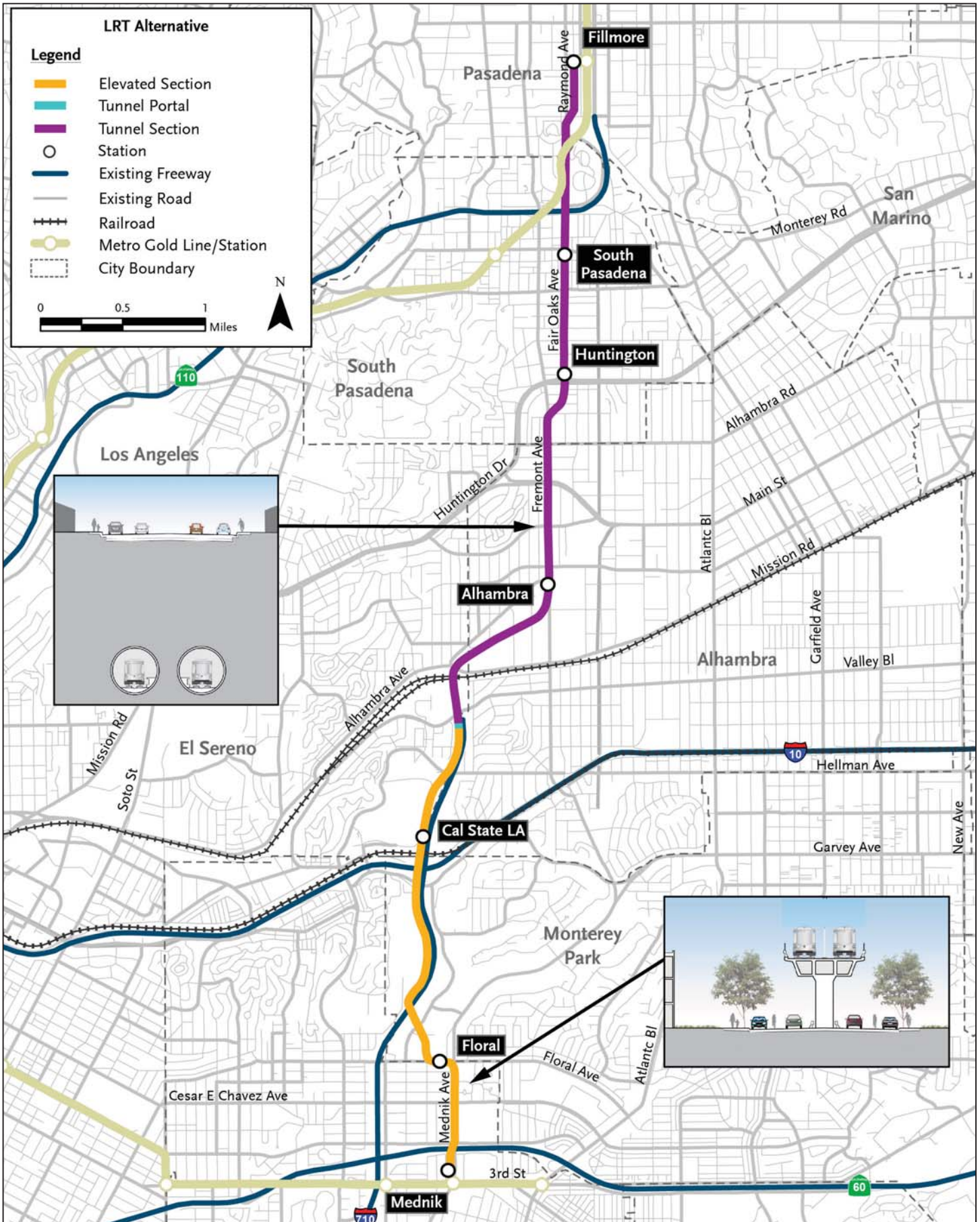


FIGURE 2-5

SR 710 North Study  
 LRT Alternative  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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As part of the LRT Alternative, the I-710 northbound off-ramp at Valley Boulevard would be modified.

The TSM/TDM Alternative improvements would also be constructed as part of the LRT Alternative. These improvements would provide the additional enhancements to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. The only component of the TSM/TDM Alternative improvements that would not be constructed with the LRT Alternative is Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road).

### 2.3.5 Freeway Tunnel Alternative

The alignment for the Freeway Tunnel Alternative starts at the existing southern stub of SR 710 in Alhambra, just north of I-10, and connects to the existing northern stub of SR 710, south of the I-210/SR 134 interchange in Pasadena. The Freeway Tunnel Alternative would include the following tunnel support systems: emergency evacuation for pedestrians and vehicles, air scrubbers, a ventilation system consisting of exhaust fans at each portal, an exhaust duct along the entire length of the tunnel and jet fans within the traffic area of the tunnel, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring. An operations and maintenance (O&M) building would be constructed at the northern and southern ends of the tunnel. There would be no operational restrictions for the tunnel, with the exception of vehicles carrying flammable or hazardous materials.

As part of both design variations of the Freeway Tunnel Alternative, the I-710 northbound off-ramp and southbound on-ramp at Valley Boulevard would be modified.

The TSM/TDM Alternative improvements would also be constructed as part of the Freeway Tunnel Alternative, including either the dual-bore or single-bore design variations. These improvements would provide the additional enhancements to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. The only components of the TSM/TDM Alternative improvements that would not be constructed with the Freeway Tunnel Alternative are Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John Avenue Extension between Del Mar Boulevard and California Avenue).

#### 2.3.5.1 Design Variations

The Freeway Tunnel Alternative includes two design variations. These variations relate to the number of tunnels constructed. The dual-bore design variation includes two tunnels that independently convey northbound and southbound vehicles. The single-bore design variation includes one tunnel that carries both northbound and southbound vehicles. Figure 2-6 illustrates the dual-bore and single-bore tunnel design variations for the Freeway Tunnel Alternative. Each of these design variations is described below.

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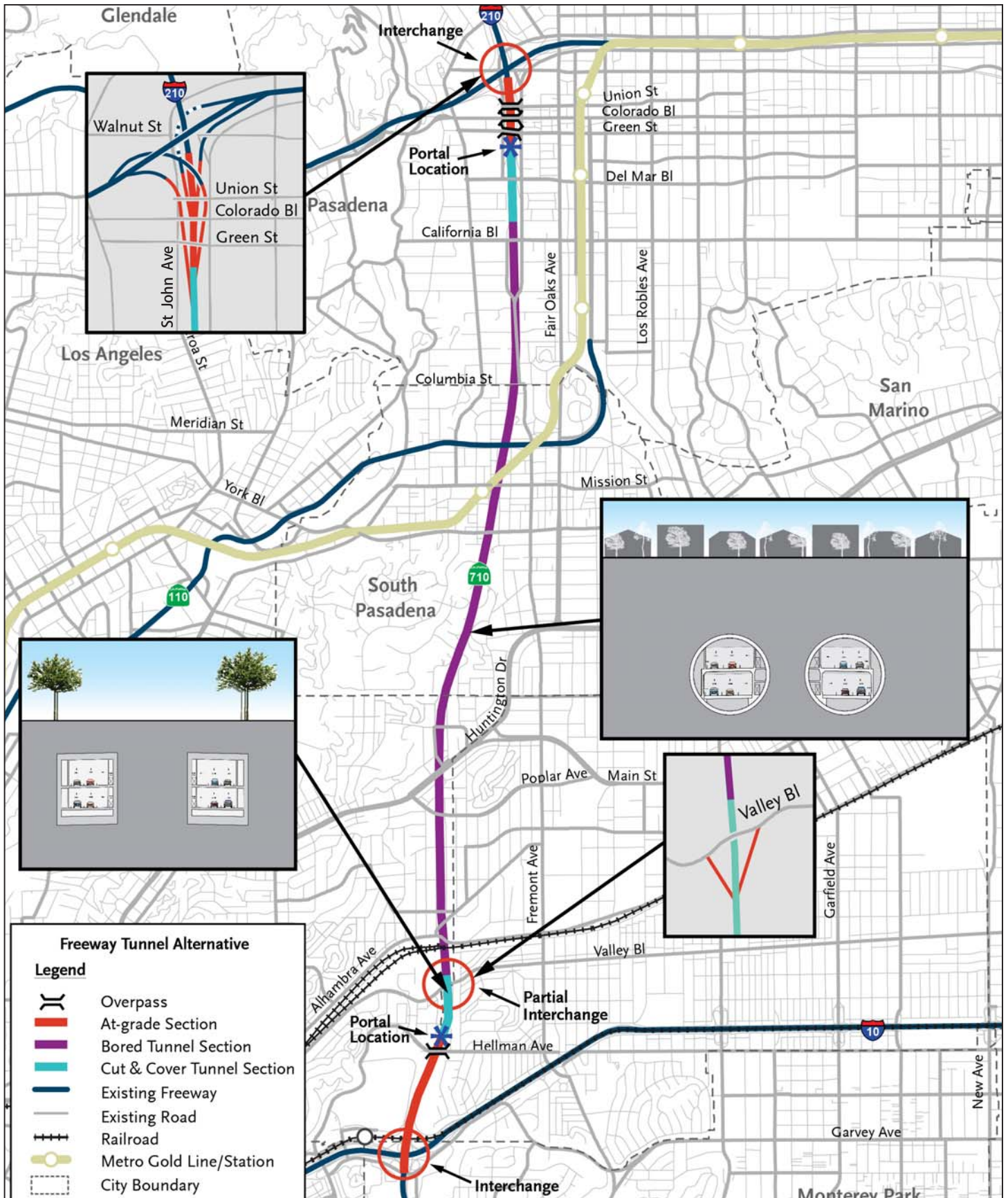


FIGURE 2-6



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- **Dual-Bore Tunnel:** The dual-bore tunnel design variation is approximately 6.3 mi long, with 4.2 mi of bored tunnel, 0.7 mi of cut-and-cover tunnel, and 1.4 mi of at-grade segments. The dual-bore tunnel design variation would consist of two side-by-side tunnels (the east tunnel would convey northbound traffic, and the west tunnel would convey southbound traffic). Each tunnel would have two levels with traffic traveling in the same direction. Each tunnel would consist of two lanes of traffic on each level, traveling in one direction, for a total of four lanes in each tunnel. The eastern tunnel would be constructed for northbound traffic, and the western tunnel would be constructed for southbound traffic. Each bored tunnel would have an outside diameter of approximately 58.5 ft and would be located approximately 120 to 250 ft below the ground surface. Vehicle cross passages would be provided throughout this tunnel variation that would connect one tunnel to the other tunnel for use in an emergency situation. Figure 2-6 illustrates the dual-bore tunnel variation of the Freeway Tunnel Alternative.

Short segments of cut-and-cover tunnels would be located at the south and north termini to provide access via portals to the bored tunnels. The portal at the southern terminus would be located south of Valley Boulevard. The portal at the northern terminus would be located north of Del Mar Boulevard. No intermediate interchanges are planned for the tunnel.

- **Single-Bore Tunnel:** The single-bore tunnel design variation is also approximately 6.3 mi long, with 4.2 mi of bored tunnel, 0.7 mi of cut-and-cover tunnel, and 1.4 mi of at-grade segments. The single-bore tunnel design variation would consist of one tunnel with two levels. Each level would have two lanes of traffic traveling in one direction. The northbound traffic would traverse the upper level, and the southbound traffic would traverse the lower level. The single-bore tunnel would provide a total of four lanes. The single-bore tunnel would also have an outside diameter of approximately 58.5 ft and would be located approximately 120 to 250 ft below the ground surface. The single-bore tunnel would be in the same location as the northbound tunnel in the dual-bore tunnel design variation. Figure 2-7 illustrates the single-bore tunnel variation cross section of the Freeway Tunnel Alternative.

### 2.3.5.2 Operational Variations

There were three different parameters related to the operational variations of the Freeway Tunnel Alternative:

- **Tolling:** Tolls could be charged for vehicles using the tunnel, or it could be free for all drivers (a conventional freeway).
- **Trucks:** Trucks could be prohibited or allowed.
- **Express Bus:** A dedicated Express Bus could be operated using the tunnel. The Express Bus route would start at the Commerce Station on the Orange County Metrolink line, and then serve the Montebello Station on the Riverside Metrolink line and East Los Angeles College before entering I-710 at Floral Drive. The bus would travel north to Pasadena via the proposed freeway tunnel, making a loop serving Pasadena City College, the California Institute of Technology, and downtown Pasadena before re-entering the freeway and making the reverse trip.

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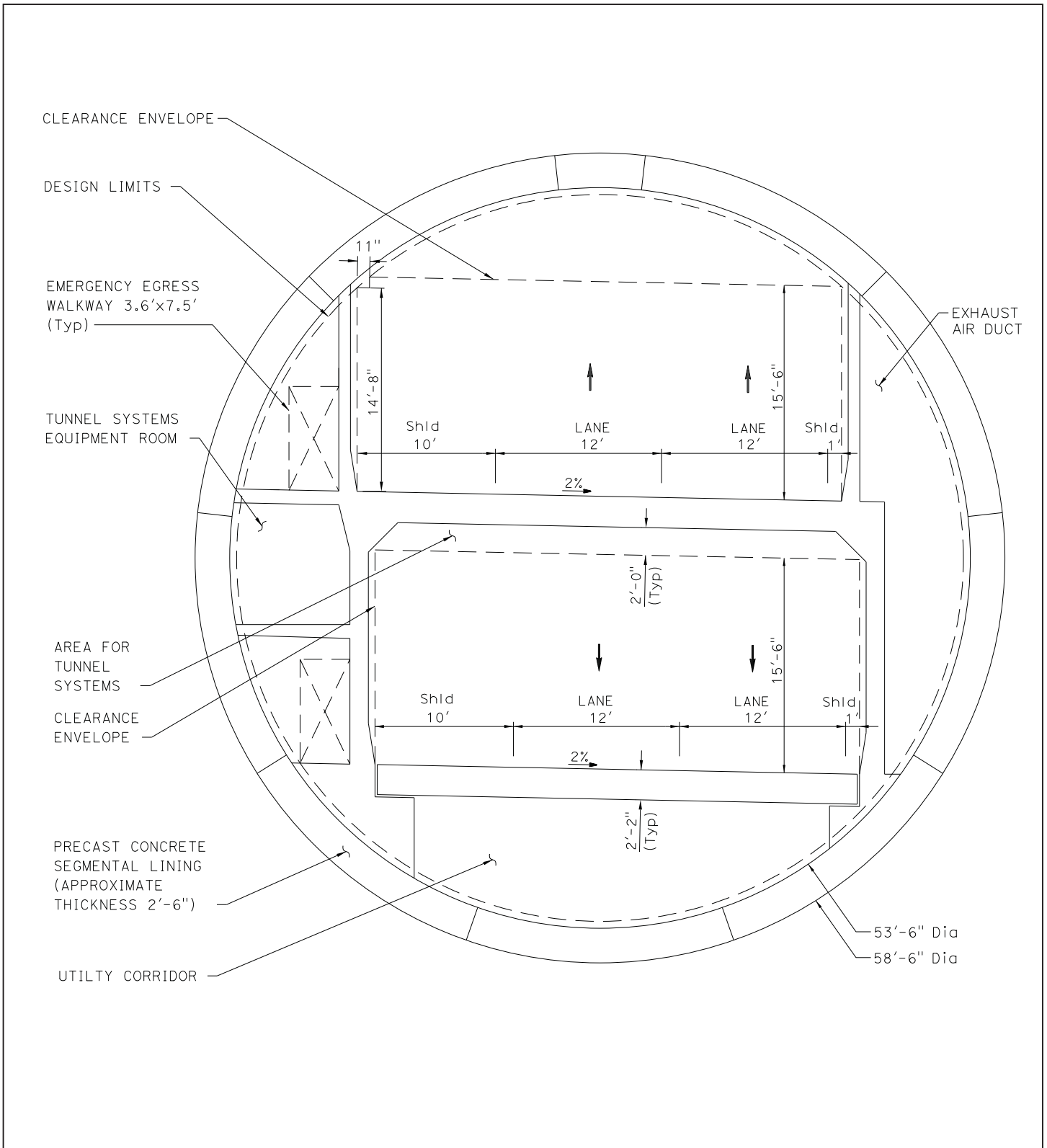


FIGURE 2-7

SR 710 North Study  
 Freeway Tunnel Alternative  
 Single Bore Cross Section  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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The following operational variations have been studied for the Freeway Tunnel Alternative:

- **Freeway Tunnel Alternative without Tolls:** The facility would operate as a conventional freeway with lanes open to all vehicles. Trucks would be allowed and there would be no Express Bus service. This operational variation would be considered for only the dual-bore tunnel design variation.
- **Freeway Tunnel Alternative with Trucks Excluded:** The facility would operate as a conventional freeway; however, trucks would be excluded from using the tunnel. There would be no Express Bus service. Signs would be provided along I-210, SR 134, I-710, and I-10 to provide advance notice of the truck restriction. This operational variation would be considered for the dual-bore tunnel only.
- **Freeway Tunnel Alternative with Tolls:** All vehicles, including trucks, using the tunnel would be tolled. There would be no Express Bus service. This operational variation would be considered for both the dual- and single-bore tunnels described above.
- **Freeway Tunnel Alternative with Trucks Excluded and with Tolls:** The facility would be tolled for all automobiles. There would be no Express Bus service. Trucks would be excluded from using the tunnel. Signs would be provided along I-210, SR 134, I-710, and I-10 to provide advance notice of the truck restriction. This operational variation would be considered for the single-bore tunnel only.
- **Freeway Tunnel Alternative with Toll and Express Bus:** The freeway tunnel would operate as a tolled facility and include an Express Bus component. The Express Bus would be allowed in any of the travel lanes in the tunnel; no bus-restricted lanes would be provided. Trucks would be permitted. This operational variation would be considered for the single-bore tunnel only.

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### 3. Community Outreach and Involvement

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The engineering and environmental studies for the State Route 710 (SR 710) North Study include an extensive ongoing community outreach program. Table 3.1 (provided on the following pages) lists the community outreach meetings held starting in 2011. Unless otherwise noted, some or all of the following parties from the SR 710 North Study planning and engineering teams attended and conducted each of these meetings:

- Planning, engineering, and community relations staff from the Los Angeles County Metropolitan Transportation Authority (Metro)
- Engineering and environmental planning staff from the California Department of Transportation (Caltrans)
- Engineering, environmental, and public outreach consultants

Those meetings and the primary participants in those meetings are:

- **SR 710 Conversation Series Meetings:** These series of meetings were held in early 2011 and were intended to provide broad overviews of key steps in the project process. Each meeting was offered in a number of cities and communities in the overall study area. Attendance at these meetings was open to members of the general public and other interested parties. The first series of meetings provided the public a broad overview of the history of the SR 710 North Study. The second series of meetings provided the public information on the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), and how they apply to the project. The third and final series of meetings served as the formal scoping meetings for the project.
- **Stakeholder Outreach Advisory Committee (SOAC) Meetings:** The SOAC is composed of elected or appointed officials from the jurisdictions within the study area. These meetings are held approximately quarterly and are intended to provide updated information on the project engineering, progress of the technical study, and public outreach activities. Typically, the SOAC meetings are held after Technical Advisory Committee (TAC) meetings with the same agendas and information updates. The members of the SOAC provide updates to their respective jurisdictions on the progress of the project.
- **TAC Meetings:** The TAC is composed of representatives from public works, engineering, and planning departments in the cities and other agencies in the project study area. The current TAC membership includes representatives from the Cities of Alhambra, Burbank, El Monte, Glendale, La Cañada Flintridge, Monterey Park, Pasadena, San Gabriel, San Marino, South Pasadena, and Los Angeles; the San Gabriel Valley Council of Governments; South Coast Air Quality Management District (SCAQMD); United States Army Corps of Engineers (Los Angeles District); Southern California Association of Governments (SCAG); Caltrans District 7; and the Southern California Regional Rail Authority (SCRRA). These meetings are typically held quarterly and are intended to provide updated information on the project engineering and environmental planning tasks, the project schedule, and to discuss issues and concerns.
- **All Communities Convening (ACC) Information Sessions and Open House Meetings:** The ACC is composed of interested members of the general public. The ACC Information Sessions and Open

House meetings are held periodically and are intended to provide updated information on the project engineering and environmental planning tasks, and the project schedule.

- **Community Liaison Council (CLC) Meetings:** The CLCs are groups of local cities and communities represented by community stakeholders representing the following cities, communities and neighborhoods: Alhambra, Altadena, Arcadia, Atwater Village, Azusa, Baldwin Park, Bradbury, Burbank, Cypress Park, Duarte, East Los Angeles, El Monte, El Sereno, Glassell Park, Glendale, Highland Park, Irwindale, La Cañada Flintridge, La Crescenta-Montrose, Monrovia, Monterey Park, Mt. Washington, Pasadena, Rosemead, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, and Temple City. Meetings were held with the CLC from April 2012 to August 2013.
- **Scoping Under CEQA and NEPA:** The scoping process for the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was initiated on March 4, 2011, and the scoping period ended on April 14, 2011. During that period, a number of public meetings and public information/comment opportunities were offered to members of the general public, other interested parties, and public agencies to describe the project and the environmental process, and to solicit comments on issues related to the project and the environmental process.
- **Other Sources of Information Regarding the Project:** In addition to the meetings and public information/comment opportunities described above, Metro uses Facebook, Twitter, and a website for the SR 710 North Study to provide updated project information to all interested parties. These electronic information sources are updated as appropriate to ensure that current project-related information is available.

Table 3.1 provides additional information regarding these groups and the meetings conducted for the SR 710 North Study.



TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
<b>SR 710 Conversation Series Meetings</b>			
02/15/11 02/16/11 02/19/11 02/23/11 02/24/11 02/26/11	SR 710 Conversations, Series 1	Presentation and discussion regarding "Transportation – Where have we been? Where are we going?"	Members of the general public and other interested parties at six locations in six communities: Alhambra, El Sereno, Glendale, Pasadena, San Gabriel, and South Pasadena.
03/01/11 03/02/11 03/03/11 03/08/11 03/09/11 03/17/11	SR 710 Conversations, Series 2	Presentation and discussion regarding "Communities through an Environmental Process – CEQA/NEPA"	Members of the general public and other interested parties at six locations in six communities: Alhambra, El Sereno, Glendale, Pasadena, San Gabriel, and South Pasadena.
03/15/11 03/16/11 03/22/11 03/23/11 03/29/11 03/30/11 04/05/11 04/06/11	SR 710 Conversations, Series 3	Presentation and discussion regarding "Scoping – Going on the Record"	Members of the general public and other interested parties at eight locations in eight communities: Alhambra, El Sereno, Glendale, Highland Park, La Cañada Flintridge, Pasadena, San Gabriel, and South Pasadena.
<b>Stakeholder Outreach Advisory Committee (SOAC) Meetings</b> (refer also to the list of TAC meetings for discussion of SOAC Meeting Nos. 5–9, which were based on the same presentations as the TAC meetings)			
05/11/12	SOAC Meeting No. 1 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: project scoping process and topics of the comments provided at the Scoping Meetings, the community outreach structure, dates of the Open House meetings in May 2012, the alternatives analyses process, the four elements of need, the preliminary project purpose, the initial evaluation of alternative concepts, and the recommended alternative concepts for conceptual engineering.	SOAC members, Metro and Caltrans representatives, and consultants
07/20/12	SOAC Meeting No. 2 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: preliminary alternatives analysis, transportation analysis for the Build and No Build Alternatives, initial environmental assessment, and status of conceptual engineering.	SOAC members, Metro and Caltrans representatives, and consultants
8/30/12	SOAC Meeting No. 3	Presentation and discussion: public outreach and community involvement update, update on technical work in support of the alternatives analyses.	SOAC members, Metro and Caltrans representatives, and consultants

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
11/15/12	SOAC Meeting No. 4	Presentation and discussion: public outreach and community involvement update, initial discussion on goods movement, fact checks, and refinement of alternatives.	SOAC members, Metro and Caltrans representatives, and consultants
For SOAC Meeting Nos. 5–9, refer to the information provided for TAC Meetings 9–13 below	--	--	--
<b>Technical Advisory Committee (TAC) Meetings and SOAC Meetings</b>			
01/18/12	TAC Meeting No. 1 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: scoping process and comments, and preliminary project need.	TAC members, Metro and Caltrans representatives, and consultants
02/08/12	TAC Meeting No. 2 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: roles and responsibilities of the members of the TAC, Metro, Caltrans, the engineering team and consultants, SR 710 decision-making flow chart, discussion topics from TAC Meeting No. 1, Transportation System Analysis, review of the Project Need statement, the alternatives evaluation framework, and discussion of goals and objectives.	TAC members, Metro and Caltrans representatives, and consultants
03/07/12	TAC Meeting No. 3 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: overview of alternatives analysis; project purpose; objectives, criteria, and performance measures; alternatives development methodology; and initial set of alternatives.	TAC members, Metro and Caltrans representatives, and consultants
04/05/12	TAC Meeting No. 4 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: initial alternatives, results of initial evaluation, and identification of alternatives for conceptual engineering.	TAC members, Metro and Caltrans representatives, and consultants
05/09/12	TAC Meeting No. 5 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: alternative concepts for preliminary engineering, conceptual design approach, performance measures for screening, and forecasting methodology and assumptions.	TAC members, Metro and Caltrans representatives, and consultants
07/11/12	TAC Meeting No. 6 Metro Headquarters One Gateway Plaza, Los Angeles	Presentation and discussion: Public outreach and community involvement update, update on Part 1 – Alternatives Analyses Technical Work, open discussion/new business and meeting adjournment.	TAC members, Metro and Caltrans representatives, and consultants

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
08/29/12 08/30/12	TAC Meeting No. 7 (first date) SOAC Meeting (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach, community involvement, and alternatives analysis; and open discussion.	TAC members, Metro and Caltrans representatives, and consultants
11/14/12	TAC Meeting No. 8 Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach activities and alternatives analysis; goods movement; fact checks; refinement of alternatives; and next steps.	TAC members, Metro and Caltrans representatives, and consultants
02/13/13 02/14/13	TAC Meeting No. 9 (first date) SOAC Meeting No. 5 (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach activities, Project Report and environmental studies; recap of the alternatives analysis; and next steps.	TAC and SOAC members, Metro and Caltrans representatives, and consultants
04/24/13 04/25/13	TAC Meeting No. 10 (first date) SOAC Meeting No. 6 (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach activities, Project Report, environmental studies, and the Build Alternatives; and next steps.	TAC and SOAC members, Metro and Caltrans representatives, and consultants
07/10/13 07/11/13	TAC Meeting No. 11 (first date) SOAC Meeting No. 7 (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach activities, preliminary engineering, and environmental technical studies; and next steps.	TAC and SOAC members, Metro and Caltrans representatives, and consultants
09/11/13 09/12/13	TAC Meeting No. 12 (first date) SOAC Meeting No. 8 (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: updates on public outreach activities, preliminary engineering, environmental technical studies, and the Value Analysis Study; and next steps.	TAC and SOAC members, Metro and Caltrans representatives, and consultants
11/13/13 11/14/13	TAC Meeting No. 13 (first date) SOAC Meeting No. 9 (second date) Metro Headquarters One Gateway Plaza Los Angeles	Presentation and discussion: review of public outreach activities; and updates on the status of the Project Report, preliminary engineering, environmental technical studies, and the Value Analysis Study.	TAC and SOAC members, Metro and Caltrans representatives, and consultants

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
<b>All Communities Convening (ACC) Information Sessions and Open House Meetings</b>			
03/01/12 03/03/12	ACC Convening Meetings	<p>Presentation and open house with the following information/discussion stations:</p> <ul style="list-style-type: none"> <li>• Station 1: Sign-in</li> <li>• Station 2: Project Overview</li> <li>• Station 3: Environmental Process</li> <li>• Station 4: Community Outreach</li> <li>• Station 5: Community Liaison Councils</li> <li>• Station 6: Comments</li> </ul>	Members of the general public and other interested parties in area communities
05/14/12	Open House meeting in El Sereno	<p>The purpose of the meeting was to: provide a study overview, share the study history, provide information on the environmental and alternative development processes, and describe the multi-modal alternatives. The meeting was an open house format with the following information/discussion stations:</p> <ul style="list-style-type: none"> <li>• Station 1: Welcome</li> <li>• Station 2: What is the State Route 710 Study?</li> <li>• Station 3: The Environmental Study Process and Timeline</li> <li>• Station 4: Alternatives Evaluated in the Alternatives Analysis Report</li> <li>• Station 5: Five Alternatives to be Further Analyzed</li> <li>• Station 6: SR 710 Study E-Tool</li> </ul>	Members of the general public and other interested parties
05/17/12	Open House meeting in Eagle Rock		
05/19/12	Open House meeting in La Cañada Flintridge		
05/22/12	Open House meeting in El Monte		
05/23/12	Open House meeting in South Pasadena		
05/24/12	Open House meeting in Alhambra		
05/30/12	Open House meeting in Pasadena		
01/23/13	Open House Meeting at Maranatha High School in Pasadena	<p>Open house with the following information/discussion boards:</p> <ul style="list-style-type: none"> <li>• Board 1: Welcome</li> <li>• Board 2: Study Overview</li> <li>• Board 3: Environmental Study</li> <li>• Board 4: Scoping Process</li> <li>• Board 5: Alternative Concepts</li> <li>• Board 6: Tell Us What You Think</li> <li>• Board 7: Next Steps</li> <li>• Board 8: Provide Your Feedback</li> </ul>	Members of the general public and other interested parties
01/24/13	Open House Meeting at San Marino Community Church in San Marino		
01/26/13	Open House Meeting at California State University, Los Angeles in Los Angeles		
07/18/13	ACC Information Session Los Angeles Presbyterian Church 2241 North Eastern Avenue El Sereno	Presented updated information about the five alternatives that will be carried forward for detailed analysis in the Draft EIR/EIS.	Community groups

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
07/20/13	ACC Information Session Blair High School 1201 South Marengo Avenue Pasadena	Presented updated information about the five alternatives that will be carried forward for detailed analysis in the Draft EIR/EIS.	Community groups
07/23/13	ACC Information Session Langley Senior Center 400 West Emerson Avenue Monterey Park	Presented updated information about the five alternatives that will be carried forward for detailed analysis in the Draft EIR/EIS.	Community groups
<b>Community Liaison Council (CLC) Meetings</b>			
04/12/12	Meeting for San Marino and Arcadia San Marino Center 1800 Huntington Drive San Marino	Presented an overview of the participation process, the opportunities for participation, the environmental review process and the process of developing the initial set of project alternatives.	Members of the general public and other interested parties in the CLC communities
04/16/12	Meeting for Crescenta Valley, Burbank, Glendale, and Montrose La Crescenta Library Community Room 2809 Foothill Boulevard La Crescenta		
04/17/12	Meeting for El Monte, South El Monte, Irwindale, Baldwin Park, and Temple City El Monte Community Center 3130 North Taylor Avenue El Monte		
04/18/12	Meeting for Alhambra and Monterey Park Alhambra Civic Center Library 101 South 1 <sup>st</sup> Street Alhambra		
04/18/12	Meeting for Lincoln Heights and El Sereno El Sereno Senior Center 4818 Klamath Place Los Angeles		
04/19/12	Meeting for Arroyo Seco, Eagle Rock, Highland Park, and Mt. Washington 4580 North Figueroa Street Los Angeles		

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
04/19/12	Meeting for Sierra Madre, Monrovia, Duarte, Azusa, and Bradbury Monrovia Library Community Room 321 South Myrtle Avenue Monrovia		
4/23/12	Meeting for Altadena and Pasadena Chefs Center of California 45 North San Gabriel Boulevard Pasadena		
04/24/12	Meeting for Rosemead and San Gabriel Garvey Community Center 9108 Garvey Avenue Rosemead		
04/24/12	Meeting for Boyle Heights, East Los Angeles, and City Terrace Mothers of East LA 3354 East Olympic Boulevard Los Angeles		
04/25/12	Meeting for South Pasadena Garfield Youth House 625 Stratford Avenue South Pasadena		
04/26/12	Meeting for Atwater Village, Cypress Park, and Highland Park 3750 Verdugo Road Glassell Park		
04/30/12	Meeting for La Cañada-Flintridge La Cañada High School Resource Information Center 4463 Oak Grove Drive La Cañada		
08/06/12	Meeting for the Northeast Los Angeles CLC in Highland Park	Presentation and discussion to review the 12 alternative concepts	Members of the general public and other interested parties in the CLC communities
08/08/12	Meeting for the Pasadena CLC		
08/08/12	Meeting for the San Gabriel CLC in Alhambra		
08/09/12	Meeting for the South Pasadena CLC		
08/09/12	Meeting for the East Los Angeles CLC in El Sereno		

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
08/09/12	Meeting for the San Gabriel CLC in Monrovia		
08/13/12	Meeting for the La Cañada Flintridge CLC		
<b>Open House and Community Meetings</b>			
08/26/13	East Los Angeles Community Meeting Centro Maravilla Service Center 4716 East Cesar E. Chavez Avenue East Los Angeles	Presented updated information about the five alternatives that will be carried forward for detailed analysis in the Draft EIR/EIS.	Community groups and members of the general public
10/16/13	East Los Angeles Community Meeting Hilda Solis Learning Academy Gymnasium 319 North Humphreys Avenue East Los Angeles	Discussion of previous meeting and presented information based on comments from previous meeting.	Community groups and members of the general public
<b>Scoping Under CEQA and NEPA (March 4, 2011 to April 14, 2011)</b>			
03/15/11 03/16/11 03/22/11 03/23/11 03/30/11 04/05/11 04/06/11	Formal scoping meetings held at: <ul style="list-style-type: none"> <li>• Jefferson Middle School, 1372 East Las Tunas Drive, San Gabriel</li> <li>• Alhambra Civic Center Library, 101 South 1<sup>st</sup> Street, Alhambra</li> <li>• Glendale Community College, 1500 North Verdugo Road, Glendale</li> <li>• South Pasadena High School, 1401 Fremont Avenue, South Pasadena</li> <li>• Los Angeles Christian Presbyterian Church, 2241 North Eastern Avenue, El Sereno</li> <li>• Lake Avenue Church, 393 North Lake Avenue, Pasadena</li> <li>• La Cañada High School, 4463 Oak Grove Drive, La Cañada Flintridge</li> <li>• Ramona Hall Community Center, 4580 North Figueroa Street, Los Angeles</li> </ul>	The formal scoping meetings included a project overview presentation followed by public comments, which were transcribed by a court reporter. Spanish, Chinese, and Armenian translators were available.	Members of the general public and other interested parties
03/21/11–04/14/11	Virtual Scoping Meeting at <a href="http://www.metro.net/sr710conversations">www.metro.net/sr710conversations</a>	Presentation and discussion of the effects of the SR 710 freeway gap, the scoping process and meeting date, the role of the public in the scoping process, map of the project study area, the preliminary project Purpose and Need statement, the project alternatives, project milestones, the type of environmental document to be prepared for the project, and the contact information for providing comments about the presentation and the project.	Members of the general public and other interested parties

TABLE 3.1:  
**Summary of SR 710 North Study Community Outreach Meetings**

Meeting Date	Meeting and Location	Description	Participants
03/14/11	Agency scoping meeting	An overview of the project and the possible alternatives were provided, concerns regarding the project were addressed, and questions were answered.	Representatives from public agencies
<b>Other Sources of Information Regarding the Project</b>			
Ongoing	Facebook.com/sr710conversations	Regular updates and status reports	Members of the general public and other interested parties
Ongoing	Twitter.com/sr710conversations	Regular updates and status reports	Members of the general public and other interested parties
Ongoing	www.metro.net/sr710conversations	Regular updates and status reports	Members of the general public and other interested parties
Ongoing	sr710conversations@metro.net	Regular updates and status reports	Members of the general public and other interested parties

Source: Metro, SR-710 North Study, <http://www.metro.net/projects/sr-710-conversations/>, accessed December 31, 2013.

ACC = All Communities Convening

Caltrans = California Department of Transportation

CEQA = California Environmental Quality Act

CLC = Community Liaison Council

EIR = Environmental Impact Report

EIS = Environmental Impact Statement

Metro = Los Angeles County Metropolitan Transportation Authority

NEPA = National Environmental Policy Act

SOAC = Stakeholder Outreach Advisory Committee

SR 710 = State Route 710

TAC = Technical Advisory Committee



## 4. Regulatory Setting

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### 4.1 Federal

#### 4.1.1 Growth

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

#### 4.1.2 Farmlands

NEPA and the Farmland Protection Policy Act (FPPA; 7 United States Code [USC] 4201-4209; and its regulations, 7 CFR Part 658) require Federal agencies, such as the Federal Highway Administration (FHWA), to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For the purposes of the FPPA, farmland includes prime farmland, unique farmland, and farmland of statewide or local importance.

#### 4.1.3 Community Character and Cohesion

NEPA, as amended, 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 USC 4331(b)(2)). The FHWA in its implementation of NEPA (23 USC 109(h)) directs that final decisions on 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.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) incorporates Sections 109(h) and 128 of Title 23 of the USC on highways, which requires that the social and economic impacts of proposed federal-aid projects be determined, evaluated, and eliminated or minimized as part of the environmental documentation for project development. These impacts include “destruction or disruption of man-made and natural resources, aesthetic values, community cohesion, and the availability of public facilities and services; adverse employment effects, and tax and property values losses; injurious displacement of people, businesses, and farms; and disruption of desirable community and regional growth.” The policies and procedures of FHWA and the Federal Transit Administration (FTA) for implementing NEPA for MAP-21 are contained in 23 CFR 771.

The Americans with Disabilities Act of 1990 (ADA) extends the protections of the Civil Rights Act of 1964 to the disabled, prohibiting discrimination in public accommodations and transportation and other services. The ADA stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

#### 4.1.4 Relocations and Real Property Acquisition

The California Department of Transportation (Caltrans) Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) 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 will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix B 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 USC 2000d, et seq.). Please see Appendix A for a copy of the Caltrans Title VI Policy Statement.

#### 4.1.5 Environmental Justice

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 William J. Clinton on February 11, 1994. This EO 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 2013, this was \$23,550 or less for a family of four<sup>1</sup>.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix A of this document.

## 4.2 State

State law is the foundation for local planning in California. The California Government Code (Sections 65000 et seq.) contains many of the laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. However, the State is seldom involved in local land use and development decisions. Decision-making authorities have been delegated to the city councils and boards of supervisors of the individual cities and counties. Local decision-makers adopt their own sets of land use policies and regulations based on the State laws.

### 4.2.1 General Plans

California law requires that each of the counties and incorporated cities in the State adopt “a comprehensive, long-term general plan for [its] physical development.” This general plan is the official city or county policy regarding the location of housing, businesses, industry, roads, parks, and other land uses; protection of the public from noise and other environmental hazards; and conservation of natural resources. State law requires that each city and county adopt a general plan containing the following seven components, or elements: land use, circulation, housing,

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<sup>1</sup> U.S. Department of Health and Human Services, 2013 Poverty Guidelines, <http://aspe.hhs.gov/poverty/13poverty.cfm#thresholds>, accessed December 24, 2013.

conservation, open space, noise, and safety (Government Code Sections 65300 et seq.). Each jurisdiction may also adopt a wide variety of additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities.

The local general plan can be described as the city's or county's "blueprint" for future development. It represents the community's view of its future and is a constitution made up of the goals and policies upon which the city council, board of supervisors, and planning commission will base their land use decisions.

## **4.2.2 Community and Specific Plans and Ordinances**

Community plans and specific plans are often used by cities and counties to plan the future of a particular area at a finer level of detail than that provided by the general plan. A community plan is a portion of the local general plan focusing on the issues pertinent to a particular area or community within the city or county. It supplements the policies of the general plan.

Specific plans describe allowable land uses, identify open space areas, and detail the availability of facilities and financing for a portion of the community. Specific plans must be consistent with the local general plan. A specific plan implements, but is not technically part of, the general plan. In some jurisdictions, specific plans take the place of zoning. Zoning, subdivision, and public works decisions must be consistent with any applicable specific plan.

Cities and counties often adopt other ordinances besides zoning and subdivision to protect the general health, safety, and welfare of their inhabitants. Common types include flood protection, historic preservation, design review, hillside development control, growth management, impact fees, traffic management, and sign control ordinances.

Local ordinances may also be adopted in response to State requirements. Examples include local coastal programs (California Coastal Act); surface mining regulations (Surface Mining and Reclamation Act); earthquake hazard standards (Alquist-Priolo Special Studies Zone Act); and hazardous material disclosure requirements. These regulations are generally based on the applicable State law.

## **4.2.3 CEQA – Growth, Farmlands, Community Character and Cohesion, and Economics**

### **4.2.3.1 Growth**

The California Environmental Quality Act of 1970 (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA Guidelines (Section 15126.2(d)), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

### **4.2.3.2 Farmlands**

CEQA requires the review of projects that would convert Williamson Act contract land to nonagricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides

incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

#### **4.2.3.3 Community Character and Cohesion, Economics**

Under CEQA, 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 the SR-710 North Study Build Alternatives 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 under CEQA.

Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic or social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as the basis for determining that the physical change is significant.

# 5. Community Profiles

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## 5.1 Study Methods and Procedures

### 5.1.1 Study Area

#### 5.1.1.1 Incorporated Cities in the Study Area

As shown on Figure 5.1-1, the study area for the existing setting for the *Community Impact Assessment* (CIA) for the State Route 710 (SR 710) North Study extends across 20 cities, 7 neighborhoods, and 8 unincorporated communities in Los Angeles County (County). The existing setting study area covers a much larger area than that directly affected by construction and right of way (ROW) acquisition under the Build Alternatives in order to provide a broader picture of the communities potentially affected by the project. The assessments of direct and indirect impacts provided later in Chapter 6, Environmental Consequences, consider potential effects within a more focused area approximately 0.5 mile (mi) from the improvements in the Build Alternatives. Figures cited in this Chapter are provided following the text and tables in each subsection.

The following incorporated cities are included in the study area for the SR 710 North Study CIA:

- Alhambra
- Arcadia
- Commerce
- Duarte
- El Monte
- Glendale
- Irwindale
- La Cañada Flintridge
- Los Angeles
- Monrovia
- Montebello
- Monterey Park
- Pasadena
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- South Pasadena
- Temple City

#### Neighborhoods in the City of Los Angeles in the Study Area

Because only a small part of the City of Los Angeles is within the overall study area, only the neighborhoods in that part of the City of Los Angeles are analyzed in this CIA. Of the Los Angeles neighborhoods analyzed in this CIA, there are seven for which neighborhood councils were established by the City of Los Angeles Department of Neighborhood Empowerment (DONE):

- Arroyo Seco<sup>1</sup> (includes the neighborhoods of Hermon, Montecito Heights, Monterey Hills, Mount Washington, and Sycamore Grove)
- Cypress Park<sup>2</sup>

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<sup>1</sup> Neighborhood boundaries are based on the official boundaries of the Arroyo Seco Neighborhood Council, which was certified by DONE.

<sup>2</sup> Neighborhood boundaries are based on the official boundaries of the Greater Cypress Park Neighborhood Council, which was certified by DONE.

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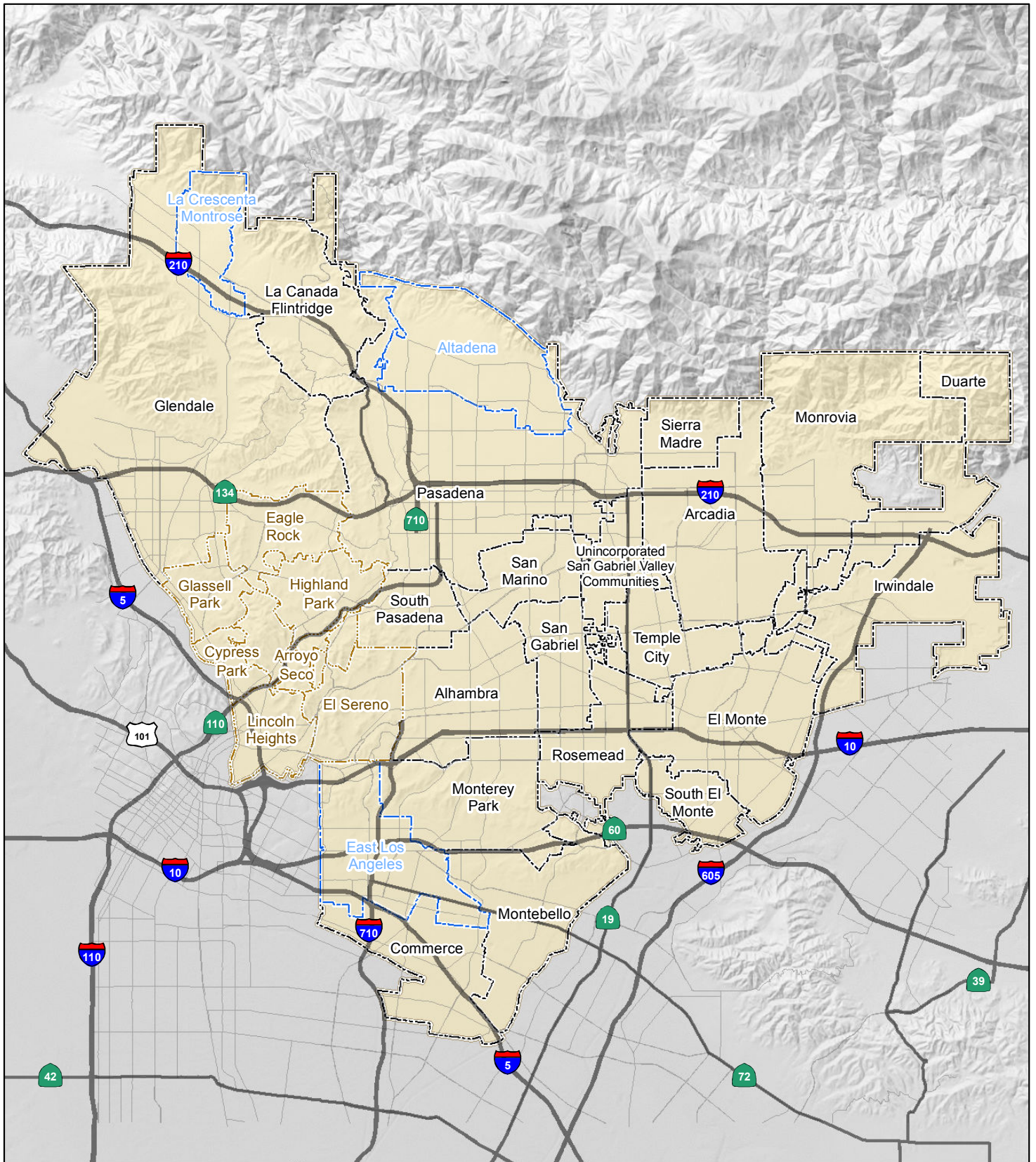




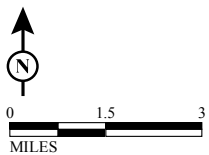


FIGURE 5.1-1

LEGEND

-  Cities
-  LA City Neighborhoods
-  Unincorporated Communities/Census Designated Places
-  Community Impact Assessment Study Area



SOURCE: ESRI (2008); LSA (2013)  
 F:\CHM1105\GIS\MXD\CIA\CIA\_StudyArea.mxd (10/28/2014)

SR 710 North Study  
 Community Impact Assessment Study Area

07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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- Eagle Rock<sup>1</sup>
- El Sereno<sup>2</sup> (includes the neighborhoods of El Sereno, Emery Park, Hillside Village, Rose Hills, Sierra Park, and University Hills)
- Glassell Park<sup>3</sup>
- Highland Park<sup>4</sup> (includes the neighborhoods of Highland Park and Garvanza)
- Lincoln Heights<sup>5</sup>

These seven neighborhoods in the City of Los Angeles are discussed individually in this chapter.

### Communities in Unincorporated Los Angeles County in the Study Area

Eight unincorporated communities in Los Angeles County are also included in the study area for the SR 710 North Study CIA. The United States Census Bureau (Census Bureau) identifies each of the unincorporated communities in the study area as a Census-Designated Place (CDP), which is defined as a concentration of population identified by the Census Bureau for statistical purposes. CDPs are delineated for each decennial census as the statistical counterparts of incorporated places, such as cities, towns, and villages. CDPs are populated areas that lack a separate municipal government, but which otherwise physically resemble incorporated places. The following unincorporated communities are included in the study area for the SR 710 North Study:

- Altadena<sup>6</sup>
- East Los Angeles<sup>7</sup>
- East Pasadena<sup>8</sup> (included in the Unincorporated San Gabriel Valley Communities profile)
- East San Gabriel<sup>9</sup> (included in the Unincorporated San Gabriel Valley Communities profile)
- La Crescenta-Montrose<sup>10</sup>
- Mayflower Village<sup>11</sup> (included in the Unincorporated San Gabriel Valley Communities profile)

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<sup>1</sup> Neighborhood boundaries are based on the official boundaries of the Eagle Rock Neighborhood Council, which was certified by DONE.

<sup>2</sup> Neighborhood boundaries are based on the official boundaries of the LA-32 Neighborhood Council, which was certified by DONE.

<sup>3</sup> Neighborhood boundaries are based on the official boundaries of the Glassell Park Neighborhood Council, which was certified by DONE.

<sup>4</sup> Neighborhood boundaries are based on the official boundaries of the Historic Highland Park Neighborhood Council, which was certified by DONE.

<sup>5</sup> Neighborhood boundaries are based on the official boundaries of the Lincoln Heights Neighborhood Council, which was certified by DONE.

<sup>6</sup> Community boundaries are based on the Altadena CDP.

<sup>7</sup> Community boundaries are based on the East Los Angeles CDP.

<sup>8</sup> Community boundaries are based on the East Pasadena CDP.

<sup>9</sup> Community boundaries are based on the East San Gabriel CDP.

<sup>10</sup> Community boundaries are based on the La Crescenta-Montrose CDP.

<sup>11</sup> Community boundaries are based on the Mayflower Village CDP.

- North El Monte<sup>1</sup> (included in the Unincorporated San Gabriel Valley Communities profile)
- San Pasqual<sup>2</sup> (included in the Unincorporated San Gabriel Valley Communities profile)

The unincorporated communities of Altadena, East Los Angeles, and La Crescenta-Montrose have been discussed as individual communities due to their relatively large populations and physical areas compared to the other unincorporated communities in the study area. The smaller unincorporated communities of East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual are discussed together as the “Unincorporated San Gabriel Valley Communities” later in this chapter.

The descriptions of the existing environment for the study area cities, communities, and neighborhoods are referred to in this CIA as “community profiles.” Because cities, communities, and neighborhoods within 500 feet (ft) of physical improvements are more likely to be directly and/or indirectly affected by the SR 710 North Study Build Alternatives, detailed information regarding existing conditions related to land use and planning, development trends and growth, community character and cohesion, economic conditions, access, community services and facilities, transit, and utilities are provided for cities, communities, and neighborhoods within approximately 500 ft of improvements in the Build Alternatives. In addition, although no physical improvements would be constructed in the City of Irwindale under the SR 710 North Study Build Alternatives, an expanded community profile was prepared for the City because two closed gravel pits in Irwindale have been identified as potential receiving sites for the spoils generated by tunnel boring activities associated with the LRT and Freeway Tunnel Alternatives. Expanded community profiles are provided in Chapter 5 for Alhambra, Eagle Rock, East Los Angeles, El Sereno, Glassell Park, Irwindale, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, South Pasadena, and the Unincorporated San Gabriel Valley Communities (which, as mentioned previously, include East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual).

Because cities, communities, and neighborhoods that are more than 500 ft away from physical improvements are less likely to be directly and/or indirectly affected by the SR 710 North Study Build Alternatives, more limited community profiles, discussing only existing land uses, are provided for the cities, communities, and neighborhoods that are more than 500 ft from improvements in the Build Alternatives. The discussion of existing conditions in the cities, communities, and neighborhoods for which limited community profiles have been prepared is limited to existing land uses because none of the SR 710 North Study Build Alternatives would affect General Plan land uses in these cities, communities, and neighborhoods. Limited community profiles are provided for Altadena, Arcadia, Arroyo Seco, Commerce, Cypress Park, Duarte, El Monte, Glendale, Highland Park, La Cañada Flintridge, La Crescenta-Montrose, Lincoln Heights, Monrovia, Montebello, Sierra Madre, South El Monte, and Temple City.

## Regional Area

A limited community profile is provided for the Los Angeles County/Southern California Association of Governments (SCAG) region to provide a regional overview of existing conditions related to community impact topics. Throughout this CIA, the County is used as a regional reference area

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<sup>1</sup> Community boundaries are based on the North El Monte CDP.

<sup>2</sup> Community boundaries are based on the San Pasqual CDP.

against which socioeconomic and demographic characteristics in the study area cities, communities, and neighborhoods are compared.

The following sections briefly describe the methodology for the collection of data regarding the existing setting in the study area for the CIA.

## 5.1.2 Land Use

### 5.1.2.1 Existing Land Uses

The study area for the SR 710 North Study consists of a mixture of residential, commercial, industrial, open space, transportation, and agricultural land uses. For the purpose of maintaining consistency of data throughout the study area, parcel data compiled by the County Assessor's Office for Fiscal Year (FY) 2012-13 was accessed to collect existing land use data for the cities and communities located in the study area. The existing land uses in the study area as mapped on figures provided in this section are based on the following general land use categories:

- Agriculture (nurseries, cropland, orchards and vineyards, dairy, pastureland, and poultry farms);
- Commercial and Services (retail stores, supermarkets, shopping centers, office buildings, hotels/motels, professional buildings, restaurants/bars, outlet stores, banks and financial institutions, commercial services, gas stations, auto sales and services, nurseries/greenhouses, theaters, bowling alleys, clubs, lodge halls, fraternal organizations, athletic and amusement facilities, skating rinks, and parking lots associated with commercial uses);
- Industrial (light industrial, heavy industrial, warehousing, distribution, storage, food processing plants, entertainment industry facilities, lumber yards, oil refineries, aggregate processing facilities, and parking lots associated with industrial uses);
- Institutional (day care centers, places of worship, private schools, private colleges/universities, hospitals, nursing and retirement homes, cemeteries, mausoleums, and mortuaries);
- Mining and Extraction (mining, oil and gas wells, and pipelines);
- Mixed Commercial (retail/office and retail/residential mixed-use developments);
- Open Space and Recreation (recreation facilities, public parks, public swimming pools, sports stadiums, beaches, horse stables, amusement parks, athletic fields, and youth camps);
- Public (city halls, police and fire stations, post offices, libraries, courthouses, jails, military bases, public schools, public colleges/universities, museums, marinas, dams, flood control facilities, reservoirs, and public housing facilities);
- Residential (single-family, multifamily, mobile homes and trailer parks, rooming/boarding houses);
- Transportation and Utilities (utilities, ROWs, streets, roads, highways, power transmission lines, sewers, transit facilities, harbors, and airports);
- Not classified (miscellaneous privately owned properties that do not fall into any other classifications, rivers and lakes); and
- Vacant.

### 5.1.2.2 Consistency with Regional, Local, and General Plans

General Plans for the nine cities for which expanded community profiles have been prepared as well as the Los Angeles County General Plan, East Los Angeles Community Plan, and the Northeast Los Angeles Community Plan and several relevant specific plans were reviewed to identify goals, objectives, and policies in those plans that would be relevant to the SR 710 North Study. These plans were also reviewed to understand the development trends, land-use-related goals, and specific policies of the local jurisdictions that could be affected by the proposed project.

In addition, regional reports and plans from SCAG were reviewed for information pertaining to growth patterns and community characteristics. The proposed project is listed in the 2012 financially constrained Regional Transportation Plan (RTP), which was found to conform to the State Implementation Plan by SCAG on April 4, 2012, and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a regional conformity determination finding on June 5, 2012. The project is also included in the financially constrained 2013 Federal Transportation Improvements Program (FTIP), which was determined to conform by FHWA and FTA on December 12, 2012.

The description in the RTP states the following:

*“SR-710 North Extension (tunnel) (alignment TBD). 4 toll lanes in each direction in tunnel.”*

The project is described in the FTIP (Project ID: 18790) as:

*“Route 710: Study to perform alternative analysis, engineering and environmental studies to close 710 Freeway gap.”*

### 5.1.3 Community Services, Facilities, and Utilities

The study area for the SR 710 North Study includes numerous parks and recreational resources as well as other community facilities (fire stations, police stations, schools, libraries, transit stations, etc.). The names, addresses, and operators of each community facility and service within 0.5 mile (mi) of the improvements proposed under the SR 710 North Study Build Alternatives are described later in this chapter.

### 5.1.4 Community Character and Cohesion

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

Demographic data compiled by the Census Bureau, including the 2010 Census and the 2007–2011 American Community Survey (ACS)<sup>1</sup> may be used to measure a community’s level of cohesion. The following demographic indicators tend to correlate with a higher degree of community cohesion and

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<sup>1</sup> The ACS is an ongoing survey conducted by the Census Bureau that provides data every year, thereby giving communities the current information they need to plan investments and services.

are used in this CIA to determine the degree of community cohesion in the census tracts within each city/community in the study area for which an expanded community profile was prepared:

- **Age:** In general, communities with a high percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to their community. This is because the elderly population, which includes retirees, often tends to be more active in the community since they have more time available for volunteering and participating in social organizations. Table DP-1 of the 2010 Census provides data regarding the age of the population of Los Angeles County as well as in each census tract, city, and unincorporated community in the study area.
- **Ethnicity:** In general, homogeneity of the population contributes to higher levels of cohesion. Communities that are ethnically homogenous often speak the same language, hold similar beliefs, and share a common culture, and are therefore more likely to engage in social interaction on a routine basis. Table DP-1 of the 2010 Census provides data regarding the race and ethnicity of the population of Los Angeles County as well as in each census tract, city, and unincorporated community in the study area.
- **Household Size:** In general, communities with a high percentage of families with children are more cohesive than communities comprised of largely single people. This appears to be because children tend to establish friendships with other children in their community. The social networks of children often lead to the establishment of friendships and affiliations among parents in the community. Although the Census Bureau does not provide specific data regarding the number of children present in each household, Table DP-1 of the 2010 Census provides data regarding the persons per household in Los Angeles County as well as in each census tract, city, and unincorporated community in the study area, which can serve as a proxy for households with children.
- **Housing Occupancy:** Communities with a high percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Since they have a financial stake in their community, homeowners often take a greater interest in what is happening in their community than renters do. This means they often have a stronger sense of belonging to their community. Table DP-1 of the 2010 Census provides data regarding the percentage of housing units in Los Angeles County as well as in each census tract, city, and unincorporated community in the study area that are owner-occupied.
- **Housing Tenure:** Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community. Table DP04 of the 2007–2011 ACS provides data regarding the year that each householder in Los Angeles County as well as in each census tract, city, and unincorporated community in the study area moved into their current housing unit. For purposes of this analysis, those households that moved into their current residence in 1999 or earlier are considered long-term residents since they have lived in their current residence for more than 10 years.
- **Transit-Dependent Population:** Communities with a high percentage of residents that are dependent on public transportation typically tend to be more cohesive than communities that are dependent on automobiles for transportation. This is because residents who tend to walk or use public transportation for travel tend to engage in social interaction with each other more frequently than residents who travel by automobile. Although the Census Bureau does not provide specific data regarding the percentage of the population that is dependent on public

transportation for travel, the 2007–2011 ACS does provide a series of demographic data that can be used to serve as a proxy for the transit-dependent population. For purposes of this analysis, the transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

### 5.1.5 Economics

The purpose of an economic analysis is to determine whether a proposed project would result in economic (or social) changes that could lead to physical changes in the environment. If so, the severity of the economic change may be considered in determining whether the physical change is significant. Because the Build Alternatives have the potential to result in economic or social changes, it is appropriate to consider these changes, as they may result in a physical change to the environment.

The economic analysis was based on the following economic performance factors, using data from the Taxable Sales Report from the State Board of Equalization, the Los Angeles County Auditor-Controller’s and Tax Collector’s Offices, the State Employment Development Department, the 2010 Census, and the United States Census Bureau, 2007–2011 ACS:

- Sales tax revenue
- Property tax revenue
- Employment and resident labor force
- Business sectors
- Employment and earnings in economic sectors

## 5.2 County of Los Angeles/SCAG Region

### 5.2.1 Introduction

#### 5.2.1.1 Location

Los Angeles County is approximately 4,000 square miles (sq mi) in area and consists of 88 incorporated cities (20 of which are located in the SR 710 North Study area). The County stretches along 75 mi of the Pacific Coast and is bordered by Kern County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the east and south. The SR 710 North Study area is located in the central portion of Los Angeles County.

Los Angeles County is one of six counties located within the SCAG regional planning area. The SCAG region also includes Imperial, Kern, Orange, Riverside, and San Bernardino Counties. Los Angeles County is divided up into eight subregions to guide planning (Arroyo Verdugo, City of Los Angeles, Gateway Cities, Las Virgenes, North Los Angeles County, San Gabriel Valley, South Bay Cities, and Westside Cities). The majority of the SR 710 North Study area is located within the San Gabriel Valley Subregion, with portions of the study area located within the City of Los Angeles and Arroyo Verdugo Subregions.

#### 5.2.1.2 History

The County of Los Angeles was established on February 18, 1850, as one of the 27 original counties of California. The name is derived from the area known as Los Angeles, which was already a large community at the time and was made the designated “seat” of the County government. Soon after, the City of Los Angeles Police Department was formed, and the first public school system was established in the area. In 1852, a five-member Board of Supervisors was created, and the County continued to grow over the next few decades, establishing more schools (1852), the first library (1859), a Board of Health (1863), a Board of Education (1869), and the first publication of the *Los Angeles Times* (1881). In 1905, the County approved the Owens Valley water project to build an aqueduct from the Owens Valley, and by 1913, the aqueduct began delivering water to the County. Over the next century, the area continued to grow in population and became a major regional economic center. Infrastructure needs grew (e.g., ports, highways, the Colorado River Aqueduct) and regulatory agencies were formed (e.g., Los Angeles County Flood Control District, Los Angeles Air Pollution Control Board).

### 5.2.2 Planning

Regional plans were reviewed to understand the transportation-related goals and policies that could affect or be affected by the proposed project.

#### 5.2.2.1 Adopted Goals and Policies

##### SCAG Regional Plans

The following regional goals and policies adopted by SCAG are relevant to the SR 710 North Study.

***Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (2012)***

- **Goal 2:** Maximize mobility and accessibility for all people and goods in the region.
- **Goal 3:** Ensure travel safety and reliability for all people and goods in the region.
- **Goal 4:** Preserve and ensure a sustainable regional transportation system.
- **Goal 5:** Maximize the productivity of our transportation system
- **Goal 6:** Protect the environment and health of residents by improving air quality and encouraging active transportation (non-motorized transportation such as bicycling and walking).
  - **Policy 4:** Transportation demand management (TDM) and non-motorized transportation will be focused areas, subject to Policy.

***Regional Comprehensive Plan (2008)***

- Transportation Goals
  - A more efficient transportation system that reduces and better manages vehicle activity.
  - A cleaner transportation system that minimizes air quality impacts and is energy efficient.
- Air Quality Goal
  - Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and State ambient air quality standards as soon as practicable.

**Los Angeles County Metropolitan Transportation Authority (Metro) Regional Plans**

The following regional goals and policies adopted by Metro are relevant to the SR 710 North Study.

***Measure R Program Plan Goals (2009)***

- Rail Expansion Goals
  - Expand Metro Rail and busway systems.
- Street Improvement Goals
  - Make neighborhood streets and intersections safer for drivers, bicyclists, and pedestrians in each community.
- Traffic Reduction Goals
  - Reduce highway traffic congestion throughout Los Angeles County.
  - Enhance highway safety and improve traffic flow.
- Public Transportation Goals
  - Expand bus transit.
  - Increase availability of public transportation.



- Quality of Life Goals
  - Enable people and freight to move freely in Los Angeles County.

*Long-Range Transportation Plan (LRTP) Strategies for the San Gabriel Valley Region (2009)*

- **Strategy 1:** I-710 Gap Closure constructed by 2040.
- **Strategy 8:** Increase transit services along major corridors by implementing bus signal priority and expanding Metro and municipal operator services in the subregion.
- **Strategy 11:** Continue to implement TDM and bicycle and pedestrian improvements to provide connections to transit and to provide a viable alternative to the single-occupant drivers.
- **Strategy 13:** Increase the capacity of major east-west and north-south arterials through improvements such as roadway widening, grade separations, gap closures, and intersection improvements.

### 5.2.2.2 Development Trends and Growth

While a large area of the County is urbanized and close to being built out, especially in the SR 710 North Study area, SCAG anticipates population, housing, and employment growth to occur through 2035. As of 2010,<sup>1</sup> the County of Los Angeles had 9,818,605 residents.

Between 1990 and 2000, the population of the County of Los Angeles increased by 7.4 percent, from 8,863,164 to 9,519,338. Between 2000 and 2010, the County’s population increased by 3.1 percent.<sup>2</sup> According to SCAG, the County’s population is forecast to increase to 11,353,000 by 2035. Table 5.2.1 provides the growth projections (population, households, and employment) for the County of Los Angeles from 2008 to 2035.

TABLE 5.2.1:  
**Los Angeles County Growth Trends**

	2008	2020	2035	Projected 2008–2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.2.3 Community Character and Cohesion

As described in Section 5.1, the methodology for evaluating community cohesion involves comparing relevant Census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher

<sup>1</sup> United States Census Bureau, 2010 Census data, Los Angeles County, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments, City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall.

At the time of the 2010 Census, Whites comprised 50.3 percent of the County’s population. Asians and African-Americans accounted for 13.7 and 8.7 percent of the County’s population, respectively, while American Indians/Native Alaskans comprised 0.7 percent of the County’s population. Approximately 0.3 percent of the County’s population consisted of Native Hawaiians/Pacific Islanders. In addition, 21.8 percent of the County’s population identified themselves as being some other race, and 4.5 percent identified as being two or more races.

Table 5.2.2 shows the percentage of racial minorities, Hispanic/Latino residents, owner-occupied residences, elderly residents (65 years old or older), transit-dependent residents, and long-term residents (who have lived in their current residence for more than 10 years) in the County, as well as the County’s average household size (based on 2010 Census and 2007–2011 ACS data).

TABLE 5.2.2:  
**Los Angeles County Demographic Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP04.

<sup>1</sup> Includes individuals who identify themselves as Black/African-American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier (as reported in Table DP04 of the 2007–2011 ACS).

ACS = American Community Survey

## 5.2.4 Economic Conditions

### 5.2.4.1 Business Sector

Table 5.2.3 shows the percentage of the employees in the County working in each economic sector. As shown in Table 5.2.3, Education, Health & Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent).

### 5.2.4.2 Employment and Income

Table 5.2.4 provides information regarding the civilian labor force in the County, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the State. As shown in Table 5.2.4, according to preliminary data issued by the State Employment Development Department in August 2013, there were 4,486,400 persons employed in the civilian labor force in the County, and 510,200 persons (approximately 10.2 percent) were unemployed. The County’s unemployment rate is higher than that of the State, which is 8.8 percent.

TABLE 5.2.3:  
**Los Angeles County Employment by Economic Sector**

Economic Sector	Los Angeles County
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%
Construction	6.0%
Manufacturing	11.2%
Wholesale Trade	3.7%
Retail Trade	10.6%
Transportation, Warehousing, and Utilities	5.2%
Information	4.4%
Finance and Insurance	6.7%
Professional and Technical Services	12.1%
Education, Health, and Social Services	20.2%
Public Administration	3.4%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%
Other	6.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

TABLE 5.2.4:  
**Los Angeles County Employment**

Employment Status	Los Angeles County	State of California
Civilian Labor Force	4,996,600	18,655,700
Employed	4,486,400	17,005,900
Unemployed	510,200	1,649,900
Unemployment Rate	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

According to 2007–2011 ACS data, the County’s median household income is \$56,266, and 16.7 percent of the County’s residents are living below the poverty level.

### 5.2.4.3 Property Tax

The base property tax rate in Los Angeles County is 1.0 percent of the assessed property value, while the total property tax includes additional district assessments that vary by tax rate area. During FY 2012–2013, Los Angeles County collected a total of \$11.0 billion in property tax revenue.<sup>1</sup> The County allocates 15.04 percent of property tax revenue to incorporated cities, 40.97 percent to school districts, 7.05 percent to special districts, and 12.79 percent to redevelopment agencies.<sup>2</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.8 percent<sup>3</sup> of the 1.0 percent property tax collected is distributed to the County’s General Fund.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

#### 5.2.4.4 Sales Tax

Effective April 1, 2013, the sales tax rate in the County of Los Angeles is 9.0 percent, 6.5 percent of which is allocated to the State, 0.75 percent is allocated to the County for public services, 1.25 percent is allocated to the County transportation fund, and 0.5 percent is used to fund transportation improvements in Los Angeles County (Metro Measure R).<sup>1</sup>

The State Board of Equalization tabulates taxable sales transactions for each city and county in California and reports them on a quarterly and yearly basis. According to the latest published report, the County of Los Angeles's 266,868 permitted sales tax-producing businesses<sup>2</sup> generated approximately \$126,440,737 in taxable sales in 2011.<sup>3</sup> Based on the sales tax rate in effect in April 2013, the County of Los Angeles's average sales tax revenue per business in 2011 was \$42,642.<sup>4</sup>

#### 5.2.5 Regional Transit Services

Public transportation in Los Angeles County is provided by Metro, Foothill Transit, the Los Angeles Department of Transportation (LADOT), and various municipal transit lines (refer to community profiles in Sections 5.3 through 5.32 for additional details regarding the specific transit service providers within each community in the study area). Metro provides local bus service (Metro Local), limited-stop bus service (Metro Limited, Metro Express, and Metro Rapid), and subway and light rail service (called Metro Rail) in the study area for the SR 710 North Study. Metro operates seven bus routes from the study area to downtown Los Angeles, 15 bus routes that provide east-to-west service in the study area, and 25 bus routes that provide north-to-south service in the study area. Metro Rail service in the study area is provided via the Gold Line, a 19.7 mi light rail line that connects Pasadena and East Los Angeles with Union Station in Downtown Los Angeles. The Gold Line provides service to 15 stations in Pasadena, South Pasadena, Highland Park, Arroyo Seco (Mount Washington), Lincoln Heights, and East Los Angeles, as well as 6 additional stations in portions of Los Angeles that are outside the study area.

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<sup>1</sup> California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. <http://www.boe.ca.gov/news/sp111500att.htm>, accessed April 8, 2013.

<sup>2</sup> According to the California State Board of Equalization, a sales tax permit is required for each place of business operated by all manufacturers, wholesalers, and retailers of tangible personal property except those dealing solely in nontaxable commodities. <http://www.boe.ca.gov/news/sp111500att.htm>, accessed April 8, 2013.

<sup>3</sup> California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. [http://www.boe.ca.gov/news/pdf/ts\\_a11.pdf](http://www.boe.ca.gov/news/pdf/ts_a11.pdf), accessed April 8, 2013.

<sup>4</sup> Does not include sales tax revenue that would be distributed to Metro for transportation improvements.

## 5.3 Alhambra

### 5.3.1 Introduction

#### 5.3.1.1 Location

The City of Alhambra is located in the south-central part of the study area for the SR 710 North Study, and is bordered by the cities of South Pasadena and San Marino to the north, the City of San Gabriel to the east, the City of Monterey Park to the south, and the City of Los Angeles to the west. The City of Alhambra is approximately 7.6 sq mi in size and is located approximately 1.5 mi east of State Route 110 (SR 110) and 3 miles south of Interstate 210 (I-210). Interstate 10 (I-10) runs through the southern part of Alhambra. Figure 5.1-1 illustrates the location of the City of Alhambra within the study area for the SR 710 North Study.

#### 5.3.1.2 History

In 1874, Benjamin Wilson, one of the first ranchers in Southern California, bought 275 acres (ac) of land in the San Gabriel Valley and divided the tract into 5 ac and 10 ac lots.<sup>1</sup> Wilson named his venture “Alhambra” at the urging of his youngest daughter, who had been reading Washington Irving’s book about the legends of the Moorish palace in Southern Spain called “The Alhambra.” The Alhambra Tract was the first tract of homes in Southern California to have water piped in iron pipes to each lot. In keeping with the theme of Irving’s book, the five streets of the subdivision were named Granada Avenue, Almansor Street, Alhambra Road, Vega Street, and Boabdil Street. The name Boabdil proved so difficult for early Alhambra residents to pronounce that it was changed to Main Street. The first Alhambra Tract was so successful that when it sold out, Wilson purchased an additional 2,500 ac for future development.

In the 1880s, a central business district was established around the intersection of Main Street and Garfield Avenue, which served as the site of the Alhambra Hotel. Today, downtown Alhambra continues to serve as the City’s primary commercial district. The City of Alhambra was officially incorporated on July 11, 1903. At the time, Alhambra had more than 500 residents. By the end of the 1930s, its population had grown to nearly 40,000. Following World War II, Alhambra enjoyed a substantial residential building boom. In the 1950s, Valley Boulevard, once named Ocean-to-Ocean Highway, developed into one of the city’s key commercial corridors. Since the 1960s, the City’s industrial area has been expanded, modernized, and redeveloped, and many of the City’s original single-family residences have been replaced with multifamily residential development. Today, more than half of Alhambra’s population lives in multifamily residential structures.

The City of Alhambra has welcomed several waves of new immigrants, beginning with Italians in the 1950s, Mexicans in the 1960s, and Chinese in the 1980s. As a result, a very active Chinese business district has developed on Valley Boulevard, including Chinese supermarkets, restaurants, shops, banks, realtors, and medical offices. The Valley Boulevard Corridor has become a national hub for many Asian-owned bank headquarters. Each year, Valley Boulevard hosts the San Gabriel Valley Lunar New Year Parade and Festival, which runs from Del Mar Avenue to Garfield Avenue. The event

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<sup>1</sup> City of Alhambra, History of Alhambra, <http://www.cityofalhambra.org/community/history.html>, accessed March 21, 2013.

is of great significance to the region’s Asian-American community and is broadcast live on Chinese radio, and later on worldwide cable and satellite television.

In 1974, the County of Los Angeles completed construction of a \$62 million courthouse on Commonwealth Avenue, housing five courtrooms. The County of Los Angeles Department of Public Works maintains its headquarters on the west side of the City of Alhambra at the northeast corner of Fremont Avenue and Orange Street.

## 5.3.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Alhambra. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.3.2.1 Existing Land Uses

The existing land uses in the City of Alhambra are illustrated on Figure 5.3-1. The acreage and percentage of existing land uses in the City of Alhambra are shown in Table 5.3.1. Table 5.3.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.3.1:  
**Alhambra Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	386.7	10
Industrial	161.2	4
Institutional	107.1	3
Mixed Commercial	15.3	0
Open Space and Recreation	127.5	3
Other	21.8	1
Public	263.2	7
Residential	2,504.5	68
Transportation and Utilities	74.3	2
Vacant	33.1	1
<b>Total</b>	<b>3,694.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.3.1, residential uses are the primary land use in the City of Alhambra, comprising approximately 68 percent of the land within the City, followed by commercial and services uses (10 percent). As shown on Figure 5.3-1 and described in Table 5.3.1, approximately 33.1 ac (1 percent) of the land in the City are vacant.

### 5.3.2.2 General Plan Land Uses

General Plan land use designations for the City of Alhambra, which guide future development, are illustrated on Figure 5.3-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data is based on the General Plan Land Use map published by the City of Alhambra and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 33.1 ac of vacant land in Alhambra, approximately 12 ac are designated for single-family residential uses, 8 ac are designated for industrial uses, and 4 ac are designated for commercial/

office uses. The remaining 8.8 ac of vacant land are designated for local parks, open space, and recreation, multifamily residential, mixed urban, and public facility uses.

### 5.3.2.3 Adopted Goals and Policies

The following excerpted goals, objectives, and policies from the City of Alhambra General Plan are relevant to the SR 710 North Study.

#### Circulation Element (1986)

- **Goal 3.1:** To provide a balanced transportation system for the safe and efficient movement of people, goods, and services.
  - **Objective 4.1.1:** Maintain Level of Service D as the minimum desired operating level of all City streets.
    - **Policy 4.1.6:** Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.
  - **Objective 4.2.1:** Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.
    - **Policy 4.2.3:** Continue to seek State and Federal funding in order to augment existing programs designed to improve operation of the traffic signal system.
  - **Policy 4.4.1:** Encourage the completion of the Long Beach Freeway extension.
  - **Policy 4.5.1:** Cooperate with the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District in efforts to improve transit service for City residents of all ages.
  - **Policy 4.5.6:** Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit systems to service the needs of the transit dependent and attract those currently using the automobile mode in order to improve circulation and reduce air and noise pollution.
  - **Policy 4.5.7:** Encourage the interconnection of alternative transportation systems within the existing City circulation network.

#### Noise Element (1986)

- **Goal 3.2:** To protect and maintain those areas having acceptable noise environments.
  - **Policy 4.1.2:** Insure the inclusion of noise mitigation measures in the design of new roadway projects in Alhambra.

The Valley Boulevard Corridor Specific Plan was adopted by the City of Alhambra City Council in 1990 for the purpose of establishing design standards and controls for new development along the Valley Boulevard Corridor. The Valley Boulevard Corridor Specific Plan area encompasses approximately 130 ac along the entire length of Valley Boulevard in the City.

- **Program Goal:** Strive to provide vehicular circulation on all roadways within the Specific Plan area at level of service “D” or better (as defined by the National Research Council, *Highway Capacity Manual*).

- **Program Goal:** Develop a circulation system which promotes energy efficiency and improves air quality.
- **Program Goal:** Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.
  - **Program:** Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.
  - **Program:** Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other transportation demand management (TDM) measures developed to reduce congestion within Alhambra and on the regional circulation system.
  - **Program:** Support regional transit system improvement projects that would serve Valley Boulevard and the City.

#### 5.3.2.4 Development Trends and Growth

The City of Alhambra was the 13th city to incorporate in Los Angeles County and currently encompasses an area of 7.6 sq mi. As of 2010,<sup>1</sup> the City of Alhambra had 83,089 residents.

The City of Alhambra is primarily a built-out community. While the City's General Plan Land Use Element (1987) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.3-1). Any future development would likely involve the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of Alhambra increased by 4.5 percent, from 82,106 to 85,804. Between 2000 and 2010, the City's population decreased by 3.2 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 92,400 by 2035. Table 5.3.2 provides the growth projections (population, households, and employment) for the City of Alhambra from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.3.2, the City of Alhambra is projected to experience less population, household, and employment growth than the County overall over the next two decades.

#### 5.3.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of Alhambra and the 20 census tracts inside its boundaries (refer to Figure 5.3-3 for the location of these census tracts).

<sup>1</sup> United States Census Bureau, 2010 Census data, Alhambra, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments, City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.



TABLE 5.3.2:  
**Alhambra Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Alhambra</b>				
Population	83,000	87,000	92,400	11.3%
Households	29,200	31,300	33,300	14.0%
Employment	29,600	31,000	32,500	9.8%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.3.3.1 Race and Ethnicity

Table 5.3.3 shows the racial and ethnic composition of the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2010 Census data). As shown in Table 5.3.3, racial minorities comprise a considerably larger share (71.7 percent) of the City of Alhambra’s population than the County overall (49.7 percent). Asians comprise nearly 53 percent of the population of the City, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the 20 census tracts in the City of Alhambra vary somewhat, racial minorities account for approximately 52 to 86 percent of the population in those census tracts. Each of the 20 census tracts in the City has a higher percentage of racial minorities than the County.

Table 5.3.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2010 Census data). As shown in Table 5.3.4, Hispanics/Latinos comprise a smaller share (34.4 percent) of the City of Alhambra’s population than the County overall (47.7 percent). Table 5.3.4 also shows that Hispanics/Latinos comprise between approximately 19 and 59 percent of the population in the 20 census tracts in Alhambra. Although the City’s Hispanic/Latino population is lower than the County overall, 3 of the 20 census tracts in Alhambra have a higher percentage of Hispanics/Latinos than the County.

### 5.3.3.2 Housing Occupancy

Table 5.3.4, provides the percentage of owner-occupied residences in the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2010 Census data). As shown in Table 5.3.4, the percentage of owner-occupied residences in the City of Alhambra (40.8 percent) is lower than the County overall (47.7 percent). Table 5.3.4 also shows that between approximately 21 and 82 percent of the residences in the 20 census tracts in Alhambra are owner-occupied, and that 5 of the 20 census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

### 5.3.3.3 Elderly Residents

Table 5.3.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2010 Census data). As shown in Table 5.3.4, elderly residents comprise a slightly larger share (14.3 percent) of the City of Alhambra’s population than the County overall (10.9 percent). Table 5.3.4 also shows that elderly

TABLE 5.3.3:  
**Alhambra Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Alhambra	28.3%	1.5%	0.6%	<b>52.9%</b>	0.1%	13.0%	<b>71.7%</b>
<b>Census Tracts in the City of Alhambra</b>							
4803.02	38.7%	2.5%	0.5%	<b>42.5%</b>	0.2%	11.0%	<b>61.3%</b>
4803.03	25.9%	2.0%	<b>1.0%</b>	<b>51.4%</b>	0.0%	15.4%	<b>74.1%</b>
4803.04	21.2%	3.1%	0.6%	<b>59.9%</b>	0.1%	11.4%	<b>78.8%</b>
4804	40.8%	2.0%	<b>0.7%</b>	<b>42.4%</b>	0.0%	9.6%	<b>59.2%</b>
4808.02	38.2%	1.2%	<b>0.9%</b>	<b>35.7%</b>	0.2%	20.3%	<b>61.8%</b>
4808.03	48.2%	1.2%	<b>0.8%</b>	<b>25.8%</b>	0.1%	19.3%	<b>51.8%</b>
4808.04	26.5%	1.6%	<b>0.8%</b>	<b>51.1%</b>	0.0%	16.2%	<b>73.5%</b>
4809.01	22.2%	1.8%	<b>0.8%</b>	<b>56.7%</b>	0.2%	14.7%	<b>77.8%</b>
4809.02	23.2%	1.2%	0.6%	<b>56.4%</b>	0.2%	15.9%	<b>76.8%</b>
4809.03	27.4%	1.9%	0.6%	<b>54.6%</b>	0.1%	12.0%	<b>72.6%</b>
4810.01	28.2%	1.1%	0.5%	<b>53.9%</b>	0.1%	12.6%	<b>71.8%</b>
4810.02	24.9%	2.1%	<b>0.8%</b>	<b>55.6%</b>	0.1%	13.5%	<b>75.1%</b>
4815	19.5%	0.4%	0.2%	<b>71.1%</b>	0.0%	6.1%	<b>80.5%</b>
4816.03	17.8%	1.2%	0.3%	<b>69.6%</b>	0.0%	9.1%	<b>82.2%</b>
4816.04	21.7%	1.6%	0.6%	<b>61.8%</b>	0.1%	11.5%	<b>78.3%</b>
4816.05	22.9%	0.7%	<b>1.0%</b>	<b>58.7%</b>	0.0%	13.2%	<b>77.1%</b>
4816.06	14.0%	0.8%	0.2%	<b>73.7%</b>	0.0%	8.5%	<b>86.0%</b>
4818	31.5%	0.2%	<b>0.8%</b>	<b>59.3%</b>	0.0%	5.9%	<b>68.5%</b>
4819.01	40.2%	1.1%	<b>0.8%</b>	<b>36.7%</b>	0.2%	16.6%	<b>59.8%</b>
4819.02	33.6%	2.2%	<b>0.5%</b>	<b>41.4%</b>	<b>0.4%</b>	17.5%	<b>66.4%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

 Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

TABLE 5.3.4:  
Alhambra Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Alhambra	<b>71.7%</b>	34.4%	40.8%	<b>14.3%</b>	2.82	<b>27.0%</b>	<b>39.8%</b>
Census Tracts in the City of Alhambra							
4803.02	<b>61.3%</b>	34.6%	38.0%	<b>15.2%</b>	2.48	20.9%	<b>42.9%</b>
4803.03	<b>74.1%</b>	37.6%	21.7%	8.3%	2.73	<b>27.0%</b>	26.6%
4803.04	<b>78.8%</b>	27.6%	17.9%	<b>14.8%</b>	2.43	<b>28.7%</b>	29.7%
4804	<b>59.2%</b>	29.7%	43.1%	<b>16.7%</b>	2.46	23.3%	<b>45.5%</b>
4808.02	<b>61.8%</b>	<b>54.6%</b>	<b>64.1%</b>	<b>15.9%</b>	<b>3.19</b>	<b>26.4%</b>	<b>52.8%</b>
4808.03	<b>51.8%</b>	<b>58.9%</b>	<b>59.3%</b>	<b>13.7%</b>	2.78	21.6%	<b>54.9%</b>
4808.04	<b>73.5%</b>	36.8%	29.4%	9.8%	2.70	21.9%	29.0%
4809.01	<b>77.8%</b>	36.1%	26.7%	8.9%	2.97	<b>25.6%</b>	37.3%
4809.02	<b>76.8%</b>	37.0%	21.2%	9.6%	<b>3.05</b>	<b>29.7%</b>	33.0%
4809.03	<b>72.6%</b>	32.3%	43.9%	<b>17.8%</b>	<b>3.12</b>	<b>27.2%</b>	36.9%
4810.01	<b>71.8%</b>	30.5%	33.5%	<b>20.8%</b>	2.72	<b>33.4%</b>	<b>40.2%</b>
4810.02	<b>75.1%</b>	33.0%	33.4%	<b>12.3%</b>	2.68	<b>31.7%</b>	31.0%
4815	<b>80.5%</b>	18.8%	<b>69.3%</b>	<b>22.8%</b>	2.91	<b>28.2%</b>	<b>52.3%</b>
4816.03	<b>82.2%</b>	24.0%	37.0%	<b>11.7%</b>	<b>2.99</b>	<b>26.7%</b>	34.3%
4816.04	<b>78.3%</b>	28.2%	34.7%	<b>11.0%</b>	2.97	<b>29.0%</b>	33.8%
4816.05	<b>77.1%</b>	35.0%	44.0%	<b>13.0%</b>	<b>3.24</b>	<b>43.0%</b>	39.1%
4816.06	<b>86.0%</b>	19.7%	29.8%	<b>13.4%</b>	<b>3.08</b>	<b>33.0%</b>	30.8%
4818	<b>68.5%</b>	25.0%	<b>81.9%</b>	<b>22.7%</b>	2.94	17.6%	<b>65.2%</b>
4819.01	<b>59.8%</b>	<b>48.1%</b>	<b>69.1%</b>	<b>15.5%</b>	<b>2.99</b>	21.9%	<b>54.4%</b>
4819.02	<b>66.4%</b>	44.8%	43.4%	<b>17.9%</b>	2.74	22.7%	<b>40.3%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1; United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

ACS = American Community Survey

residents comprise between approximately 8 and 23 percent of the population in the 20 census tracts in Alhambra, and that 16 of the 20 census tracts in the City have a higher percentage of elderly residents than the County overall.

### 5.3.3.4 Household Size

Table 5.3.4 shows the average household size in the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2010 Census data). As shown in Table 5.3.4, the average household size in the City of Alhambra (2.82 persons) is slightly smaller than the County overall (2.98 persons). Table 5.3.4 also shows that the average household size in the 20 census tracts in Alhambra ranges from 2.43 to 3.24 persons per household, and that 7 of the 20 census tracts in the City have a larger average household size than the County overall.

### 5.3.3.5 Transit Dependency

Table 5.3.4 shows the percentage of the population that is transit-dependent in the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2007–2011 ACS data). As shown in

Table 5.3.4, the transit-dependent population comprises a larger share (27.0 percent) of the City of Alhambra's population than the County overall (25.2 percent). Table 5.3.4 also shows that the transit-dependent population in the 20 census tracts in Alhambra ranges from approximately 18 to 43 percent of the population, and that 13 of the 20 census tracts in the City have a higher percentage of transit-dependent residents than the County overall.

#### **5.3.3.6 Housing Tenure**

Table 5.3.4 also shows the percentages of the populations in the County, the City of Alhambra, and the 20 census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.3.4, long-term residents comprise a slightly larger share (39.8 percent) of the City of Alhambra's population than the County overall (39.6 percent). Table 5.3.4 also shows that the percentage of long-term residents in the 20 census tracts in the City of Alhambra ranges from approximately 27 to 65 percent of the population, and that 9 of the 20 census tracts in the City have a higher percentage of long-term residents than the County overall.

#### **5.3.3.7 Summary**

As shown in Table 5.3.4 and described above, the City of Alhambra has a higher percentage of racial minorities, elderly residents, transit-dependent residents, and long-term residents than the County overall. Further, Table 5.3.4 shows that all 20 of the census tracts in Alhambra exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, 17 of the 20 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of Alhambra appears to exhibit a high degree of community cohesion.

### **5.3.4 Economic Conditions**

#### **5.3.4.1 Business Sector**

Table 5.3.5 shows employment percentages by economic sectors for the City of Alhambra and the County. As shown in Table 5.3.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health & Social Services is also the largest industry sector in the City of Alhambra, at 23.2 percent. Professional and Technical Services is the second largest industry sector in the City of Alhambra.

#### **5.3.4.2 Employment and Income**

Table 5.3.6 provides information regarding the civilian labor force in the City of Alhambra, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.3.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 42,300 persons employed in the civilian labor force in the City, and 4,100 persons (approximately 8.8 percent) were unemployed. The City of Alhambra's unemployment rate is lower than that of the County (10.2 percent), but equal to that of the State (8.8 percent).

TABLE 5.3.5:  
**Alhambra Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Alhambra
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.4%
Construction	6.0%	4.7%
Manufacturing	11.2%	9.1%
Wholesale Trade	3.7%	5.3%
Retail Trade	10.6%	9.6%
Transportation, Warehousing, and Utilities	5.2%	6.0%
Information	4.4%	3.6%
Finance and Insurance	6.7%	7.2%
Professional and Technical Services	12.1%	10.4%
Education, Health, and Social Services	20.2%	23.2%
Public Administration	3.4%	5.3%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	9.6%
Other	6.1%	5.7%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

TABLE 5.3.6:  
**Alhambra Employment**

Employment Status	City of Alhambra	Los Angeles County	State of California
Civilian Labor Force	46,400	4,996,600	18,655,700
Employed	42,300	4,486,400	17,005,900
Unemployed	4,100	510,200	1,649,900
Unemployment Rate	8.8%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>. Site accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf). Site accessed November 4, 2013.

Table 5.3.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Alhambra, and the 20 census tracts in Alhambra (based on 2007–2011 ACS data). As shown in Table 5.3.7, the City of Alhambra’s median household income (\$52,717) is lower than the County overall (\$56,266). Table 5.3.7 also shows that the median household income in the 20 census tracts in the City of Alhambra ranges from approximately \$34,800 to \$80,100, and that 11 of the 20 census tracts in the City each has a lower median household income than the County.

Table 5.3.7 also shows that persons living below the poverty level comprise a slightly smaller share (12.9 percent) of the City of Alhambra’s population than the County overall (16.3 percent). Table 5.3.7 also shows that the percentage of persons living below the poverty level in the 20 census tracts in the City of Alhambra ranges from approximately 4 to 25 percent of the population, and that 4 of the 20 census tracts in the City each has a higher percentage of persons living below the poverty level than the County overall.

TABLE 5.3.7:  
**Alhambra Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Alhambra	<b>\$52,717</b>	12.9%
<b>Census Tracts in the City of Alhambra</b>		
4803.02	<b>\$54,271</b>	15.4%
4803.03	<b>\$52,969</b>	10.5%
4803.04	<b>\$37,070</b>	<b>24.5%</b>
4804	\$70,580	9.0%
4808.02	\$59,901	5.2%
4808.03	\$77,633	3.7%
4808.04	\$60,609	15.8%
4809.01	<b>\$46,422</b>	9.9%
4809.02	<b>\$39,076</b>	12.5%
4809.03	\$58,333	<b>16.8%</b>
4810.01	<b>\$34,800</b>	<b>21.4%</b>
4810.02	<b>\$50,134</b>	16.0%
4815	\$56,483	12.1%
4816.03	<b>\$41,618</b>	14.2%
4816.04	<b>\$46,640</b>	13.4%
4816.05	\$57,788	14.6%
4816.06	<b>\$37,619</b>	<b>17.6%</b>
4818	\$66,375	7.5%
4819.01	\$80,137	6.1%
4819.02	<b>\$51,944</b>	11.0%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

### 5.3.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Alhambra had 23,046 primary jobs. The United States Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) Program defines a primary job as the job that earned an individual the most money.

The City of Alhambra includes four main business districts: (1) Downtown Alhambra (general area surrounding the intersection of Main Street and Garfield Avenue); (2) West Alhambra (generally bound by Mission Road, Concord Avenue, Poplar Boulevard, and Raymond Avenue); (3) the Main Street Corridor (entire length within the City); and (4) the Valley Boulevard Corridor (entire length within the City). All four of these business districts are within 0.5 mi of the project’s Build Alternatives.

### 5.3.4.4 Property Tax

The base property tax rate in the City of Alhambra is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Alhambra, the average additional debt service is 0.13 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of Alhambra totaled approximately

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

\$8.3 million,<sup>1</sup> with a total assessed value of \$7.4 billion.<sup>2</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 11.2 percent<sup>3</sup> of the 1.0 percent property tax collected is distributed to the City of Alhambra’s General Fund.

### 5.3.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Alhambra is 9.0 percent, 0.75 percent of which is allocated to the City of Alhambra for public services.<sup>4</sup> The City of Alhambra’s 1,616 permitted sales tax-producing businesses<sup>5</sup> generated approximately \$1.1 billion in taxable sales in 2011.<sup>6</sup> The City of Alhambra’s average total taxable sales revenue per permit in 2011 was \$675,428, approximately \$5,066 of which would be distributed to the General Fund (0.75 percent). Table 5.3.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of Alhambra in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.3.8:  
**Taxable Sales in the City of Alhambra by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	71	\$314,250	\$4,426,055
Home Furnishings and Appliances	77	\$12,950	\$168,187
Building Material and Garden Equipment	18	- <sup>1</sup>	- <sup>1</sup>
Food and Beverage Stores	51	\$31,158	\$610,950
Gasoline Stations	11	\$104,334	\$9,484,903
Clothing and Accessories Stores	89	\$16,187	\$181,875
General Merchandise Stores	45	\$220,557	\$4,901,259
Food Services and Drinking Places	205	\$140,855	\$687,097
Other Retail Group	510	\$140,559	\$275,606
<b>Total Retail and Food Services</b>	<b>1,077</b>	<b>\$980,850</b>	<b>-</b>
<b>Average Taxable Sales/Permit for Retail and Food Services</b>	<b>-</b>	<b>-</b>	<b>\$910,724</b>
All Other Outlets	539	\$110,642	\$205,273
<b>Total All Outlets</b>	<b>1,616</b>	<b>\$1,091,492</b>	<b>-</b>
<b>Average Taxable Sales/Permit for All Outlets</b>	<b>-</b>	<b>-</b>	<b>\$675,428</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>1</sup> Sales omitted because their publication would result in the disclosure of confidential information. Sales provided in “other retail group.” Retail total may not add to total due to rounding.

### 5.3.4.6 Existing Access

The major east-west arterials in the City of Alhambra include: Main Street, Mission Road, and Valley Boulevard. The major north-south arterials in the City of Alhambra include: Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue. Residents of Alhambra have access to I-10 in the southern portion of the City via the Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue interchanges. Residents of Alhambra also have access to I-710 in the western portion of the City via Valley Boulevard and West Ramona Road.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

## 5.3.5 Community Services, Facilities, and Utilities

### 5.3.5.1 Police, Fire and Library Facilities

#### Police Protection

The City of Alhambra is served by its own police department, the Alhambra Police Department (APD), which is made up of four divisions: the Administration Division, Investigations Division, Crime Prevention Division, and Field Services Divisions. The APD operates out of the Alhambra Police Station at 211 South 1<sup>st</sup> Street. Figure 5.3-4 shows the location of the Alhambra Police Station in the City. The Alhambra Police Station is within 0.5 mi of one or more of the project's Build Alternatives.

#### Fire Protection

The Alhambra Fire Department (AFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Alhambra. Figure 5.3-4 shows the locations of the four AFD fire stations in the City. Table 5.3.9 provides a list of the station numbers and addresses of the AFD fire stations in the City of Alhambra that are within 0.5 mi of the project's Build Alternatives.

TABLE 5.3.9:  
**Fire Stations in Alhambra Within 0.5 Mile of Build Alternatives**

Fire Station	Address	Operator
Fire Station No. 71	301 North 1 <sup>st</sup> Street	AFD
Fire Station No. 72	1215 South 6th Street	AFD
Fire Station No. 73	2200 West Main Street	AFD
Fire Station No. 74	2505 West Norwood Place	AFD

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Alhambra Fire Department, [http://www.cityofalhambra.org/government/fire\\_department/stations.html](http://www.cityofalhambra.org/government/fire_department/stations.html), accessed September 2013.

AFD = Alhambra Fire Department

No. = Number

#### Libraries

The City of Alhambra is served by the Alhambra Civic Center Library located at 101 South 1<sup>st</sup> Street. Figure 5.3-4 shows the location of the Alhambra Civic Center Library in the City. The Alhambra Civic Center Library is within 0.5 mi of one or more of the project's Build Alternatives.

#### Other Government Facilities

The City of Alhambra also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. Alhambra City Hall is located at 111 South 1<sup>st</sup> Street, and the Los Angeles County Superior Court operates a courthouse facility at 150 West Commonwealth Avenue. Figure 5.3-4 shows the location of these key government facilities in the City.<sup>1</sup> Both facilities are within 0.5 mi of the project's Build Alternatives.

<sup>1</sup> Additional government facilities are located throughout the City of Alhambra; however, only major facilities such as courthouses and key government office buildings are shown.



### 5.3.5.2 Other Community Facilities

#### Hospitals

There are three hospitals in the City of Alhambra. Figure 5.3-5 shows the location of these hospitals in the City. Table 5.3.10 provides a list of the names, addresses, and operators of the hospitals in the City of Alhambra that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.3.10:  
**Hospitals in Alhambra Within 0.5 Mile of Build Alternatives**

Hospital	Address	Operator
Alhambra Hospital Medical Center	100 South Raymond Avenue	Privately operated
Alhambra Lutheran Health Facility	2021 Carlos Street	Privately operated
Valley Convalescent Hospital	2339 West Valley Boulevard	Privately operated

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

#### Places of Worship

Places of worship offer additional community gathering areas in Alhambra. Figure 5.3-5 shows the locations of known places of worship in the City.<sup>1</sup> Table 5.3.11 provides a list of the names and addresses of the known places of worship in the City of Alhambra that are within 0.5 mi of the project’s Build Alternatives.

#### Homeless Services and Shelters

There are no homeless service providers in the City of Alhambra.

### 5.3.5.3 Schools

#### Public Schools

The Alhambra Unified School District (AUSD) provides educational services to the residents who live in the City of Alhambra. Figure 5.3-6 shows the locations of the public schools in the City. Table 5.3.12 provides a list of the names, addresses, and operators of the public schools in the City of Alhambra that are within 0.5 mi of the project’s Build Alternatives. Table 5.3.12 also provides information about the grades taught at each public school listed in the table.

#### Private Schools

The City of Alhambra has several private elementary and high schools. Figure 5.3-6 shows the locations of these private schools in the City. Table 5.3.13 provides a list of the names, addresses, and operators of the private schools in the City of Alhambra that are within 0.5 mi of the project’s Build Alternatives. Table 5.3.13 also provides information about the grades taught at each private school listed in the table.

<sup>1</sup> Additional places of worship are believed to be located throughout the City of Alhambra; however, only those facilities included in the Los Angeles County Geographic Information System (GIS) Portal Points of Interest Location Management System (LMS) dataset, dated January 2013, are shown.

**TABLE 5.3.11:**  
**Places of Worship in Alhambra Within 0.5 Mile of Build Alternatives**

Name	Address
Alhambra Christian Center	538 South Stoneman Avenue
Alhambra Community Gospel Church	328 West Commonwealth Avenue
Alhambra Foursquare Church	1495 Westminster Avenue
Alhambra Friends Church	1209 South 7 <sup>th</sup> Street
Alhambra Seven Day Adventist Church	298 South Chapel Avenue
Alhambra True Light Presbyterian Church	20 West Commonwealth Avenue
Bethany Church of Alhambra	77 North Olive Avenue
Calvary Union Church	2536 West Grand Avenue
Carmel of Saint Teresa Convent	650 North Monterey Street
Church of Christ	1609 West Alhambra Road
Church of Saint Simon and Jude	1488 South Marengo Avenue
Church of The Holy Trinity	412 North Garfield Avenue
First Baptist Church	137 South Atlantic Boulevard
First Christian Church	268 South 5 <sup>th</sup> Street
First Church of Christ Scientist	224 West Commonwealth Avenue
First Church of The Nazarene	1327 West Woodward Avenue
First Presbyterian Church	60 West Commonwealth Avenue
First Taiwanese Presbyterian Church	60 West Commonwealth Avenue
Freeway Baptist Church	2535 Westminster Avenue
Garfield Avenue Baptist Church	923 South Garfield Avenue
Grace Lutheran Church	463 North Atlantic Boulevard
Granada Park United Methodist Church	1850 West Hellman Avenue
Immanuel Baptist Church	2401 Florentina Avenue
Italian Christian Assembly Church	2859 West Valley Boulevard
Kingdom Hall of Jehovah's Witnesses	2310 West Main Street
Marengo Avenue Methodist Episcopal Church	1718 Acacia Street
Ramona Convent of The Holy Names	1562 West Glendon Way
Second Baptist Church	538 South Stoneman Avenue
Temple Beth Torah	269 South Atlantic Boulevard
The Church of Jesus Christ of Latter Day Saints	1212 South 8 <sup>th</sup> Street
Unity Church	121 North 2 <sup>nd</sup> Street
Westmont Baptist Church	3224 West Main Street

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

**TABLE 5.3.12:**  
**Public Schools in Alhambra Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grade Levels
Alhambra High School	101 South 2nd Street	AUSD	9th–12th
Baldwin Elementary School	900 South Almansor Street	AUSD	K–8th
Century High School	20 South Marengo Avenue	AUSD	9th–12th
Emery Park Elementary School	2821 West Commonwealth Avenue	AUSD	K–8th
Fremont Elementary School	2001 Elm Street	AUSD	K–8th
Garfield Elementary School	110 West McLean Street	AUSD	K–8th
Mark Keppel High School	501 East Hellman Avenue	AUSD	9th–12th
Marguerita Elementary School	1603 South Marguerita Avenue	AUSD	K–8th
Park Elementary School	301 North Marengo Avenue	AUSD	K–8th
Ramona Elementary School	509 West Norwood Place	AUSD	K–8th
San Gabriel High School	801 Ramona Street	AUSD	9th–12th
William Northrup Elementary School	409 South Atlantic Boulevard	AUSD	K–8th

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: Alhambra Unified School District, Our Schools, available at <http://www.ausd.us/>, accessed August 30, 2013.

AUSD = Alhambra Unified School District

K = Kindergarten

TABLE 5.3.13:  
**Private Schools in Alhambra Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grade Levels
All Souls Elementary	29 South Electric Avenue	Roman Catholic Private	K–8th
Emmanuel Lutheran	840 South Almansor Street	Lutheran Private	Pre-K – 8th
Ramona Convent Secondary	1701 West Ramona Road	Roman Catholic Private	7th–12th
Sherman School	1000 South Fremont Avenue, #29	Private	10th–12th
St. Thomas More Catholic Elementary	2510 South Fremont Avenue	Roman Catholic Private	Pre-K – 8th

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: California Department of Education, Private Schools, available at <http://www.cde.ca.gov/ds/si/ps/>, accessed August 2013.  
 K = Kindergarten

### 5.3.5.4 Parks, Community Centers, and Recreation Facilities

The City of Alhambra operates and maintains nine parks and a municipal golf course. The City also hosts a community garden developed and maintained by Alhambra residents. In addition, various private entities and other government agencies operate and maintain community centers and recreation facilities in the City that are used by Alhambra residents. Figure 5.3-6 shows the locations of the parks, community centers, and recreational facilities in the City.

Table 5.3.14 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of Alhambra that are within 0.5 mi of the project’s Build Alternatives. Table 5.3.14 also provides information about the size and amenities of each park, community center, or recreational facility listed in the table.

### 5.3.5.5 Bikeways and Recreational Trails

There are no Class I (off-street), Class II (striped on-street), or Class III (unstriped on-street) bikeways in the City of Alhambra.

### 5.3.5.6 Transit Services

Within the City of Alhambra, public transportation services are provided by Metro, Alhambra Community Transit, Foothill Transit, Montebello Bus Lines, and Monterey Park Spirit Bus. Table 5.3.15 provides a list of the existing bus routes within the City of Alhambra, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

### 5.3.5.7 Utilities

Table 5.3.16 provides a list of the utility service providers in the City of Alhambra.

TABLE 5.3.14:  
**Parks, Community Centers, and Recreation Facilities in Alhambra Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Alhambra Park	500 North Palm Avenue	City of Alhambra	15.0	The park provides picnic tables with covered shelters, playground equipment, barbecues, tennis courts, volleyball courts, an outdoor basketball court, a meeting room, an activity room, a swimming pool, an open grass area, a band shell, and restrooms.
Alhambra Municipal Golf Course	630 South Almansor Street	City of Alhambra	–	The 18-hole golf course features a three-level lighted driving range, two chipping greens, a large putting green and a practice bunker. Facility also includes a restaurant, a golf shop, and the Almansor Court Banquet and Conference Center, which has indoor and outdoor areas available for weddings, parties, and corporate events.
Almansor Park	800 South Almansor Street	City of Alhambra	29.2	The park offers a pleasant family environment with an open grass area, picnic tables with covered shelters, playground equipment, barbecues, restrooms, ball fields, tennis courts, horseshoe pits, exercise par course, meeting room, activity room, gymnasium, outdoor basketball court, and jogging course.
Burke Heritage Park	1550 West Alhambra Road	City of Alhambra	1.1	The park has a xeriscape garden that is located adjacent to the Alhambra Historical Society Museum. The Museum is open on Thursdays from 2:00 p.m. to 4:00 p.m., as well as on the second and fourth Sunday from 2:00 p.m. to 4:00 p.m. Admission is free. The museum collection includes a fine collection of memorabilia, period clothing, furnishings, and books.
Emery Park	2709 Mimosa Street	City of Alhambra	0.7	The park provides an open grass area, picnic tables, playground equipment, barbecues, restrooms, an activity room and kitchen facility.
Gateway Plaza Park	Northwest corner of West Valley Boulevard/South Fremont Avenue	City of Alhambra	0.5	The park welcomes visitors to the City with a Moorish-style arch that symbolizes Alhambra as the “Gateway to the San Gabriel Valley.” The park also includes landscaping and walkways.
Granada Park	2000 West Hellman Avenue	City of Alhambra	17.3	The park provides an open grass area, picnic tables with covered shelters, playground equipment, barbecues, restrooms, ball fields, tennis courts, a meeting room, a kitchen facility, and a heated swimming pool.
Moor Field	1008 South 8 <sup>th</sup> Street	City of Alhambra	20.3	The field has large and small baseball/softball diamonds, a football/soccer field with bleachers, a running track, restroom facilities, and the PACE Head Start child care facility.
YMCA West San Gabriel Valley	401 East Corto Street	Privately operated	–	The facility has a pool and provides aquatic programs for children, youth, adults, and families, a basketball program for youth and basketball courts, a child care program, a youth fitness program that provides kids yoga, mixed martial arts, and jazz/ballet classes, and a fitness program for adults and seniors.

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Alhambra, Alhambra Parks and Recreation Department web page, [http://www.cityofalhambra.org/government/parks\\_recreation/parks/index.html](http://www.cityofalhambra.org/government/parks_recreation/parks/index.html), accessed August 30, 2013.

YMCA = Young Men’s Christian Association

**TABLE 5.3.15:  
 Existing Bus Service in Alhambra**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
76	Metro	Local	E-W	Mon.-Sun. <sup>1</sup>	Main Street, Valley Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• El Monte Station</li> </ul>	12-15	16
78	Metro	Local	E-W	Mon.-Sun. <sup>1</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	10-20	16-40
258	Metro	Local	N-S	Mon.-Fri. <sup>2</sup>	Eastern Avenue, Arizona Avenue, Mednik Avenue, Monterey Pass Road, Fremont Avenue	<ul style="list-style-type: none"> <li>• Suburban Medical Center</li> <li>• Maravilla Gold Line Station</li> </ul>	48	45-55
260	Metro	Local	N-S	Mon.-Sun. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station</li> </ul>	16-20	24-60
378	Metro	Local/Limited	E-W	Mon.-Fri. <sup>3</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	18-23	-
485	Metro	Express	N-S	Mon.-Fri. <sup>1</sup>	Lake Avenue, Huntington Drive, Fremont Avenue, Valley Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center Station</li> <li>• Union Station</li> </ul>	40	60
762	Metro	Rapid	N-S	Mon.-Fri. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station in Compton</li> </ul>	25	30-60
770	Metro	Rapid	E-W	Mon.-Sat. <sup>4</sup>	Garvey Avenue, Atlantic Boulevard, Cesar E. Chavez Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• East LA City College</li> <li>• White Memorial Hospital</li> <li>• Pico Blue Line Station</li> <li>• 7<sup>th</sup> Street/Metro Center Red/Purple Line Station</li> <li>• Union Station</li> </ul>	10-13	15
Blue	ACT	Local	Circular Route	Mon.-Fri. <sup>5</sup>	Hellman Avenue, Fremont Avenue, Commonwealth Avenue	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• Downtown Alhambra</li> </ul>	20	20
Green	ACT	Local	Circular Route	Mon.-Sat. <sup>5</sup>	Valley Boulevard, Fremont Avenue, Main Street	<ul style="list-style-type: none"> <li>• Downtown Alhambra</li> <li>• Schools, Shopping Centers, Parks</li> </ul>	20	20
481	FT	Express	E-W	Mon.-Fri. <sup>7</sup>	I-10, US-101	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• El Monte Station</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> </ul>	10-20	-
30	MBL	Local	N-S	Mon.-Sun. <sup>8</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	45

**TABLE 5.3.15:  
 Existing Bus Service in Alhambra**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
1	MP	Local	Circular Route	Mon.-Sat. <sup>6</sup>	Atlantic Boulevard, West Riggin Street, South Garfield Avenue, Emerson Avenue	<ul style="list-style-type: none"> <li>Monterey Park Hospital</li> <li>Monterey Park Mall</li> <li>East LA Community College</li> <li>Garfield Medical Center</li> </ul>	40	40
2	MP	Local	Circular Route	Mon.-Sat. <sup>6</sup>	West Riggin Street, Hillside Street, Crest Vista Drive, Atlantic Boulevard, Garfield Avenue	<ul style="list-style-type: none"> <li>Monterey Park Hospital</li> <li>Monterey Park Mall</li> <li>East LA Community College</li> </ul>	40	40
4	MP	Local	Circular Route	Mon.-Sat. <sup>6</sup>	Monterey Pass Road, Garvey Avenue, Emerson Avenue	<ul style="list-style-type: none"> <li>LA Corporate Center/</li> <li>Garfield Medical Center</li> </ul>	40	40

Source 1: Metro, Maps and Time Tables, site: <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Alhambra Community Transit, Transportation in Alhambra, site: <http://www.cityofalhambra.org/about/transportation.html>, accessed February 13, 2013.

Source 3: Foothill Transit, Maps and Schedules, site: <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

Source 4: Montebello Bus Lines, Montebello Bus Lines Schedules, site: <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

Source 5: Monterey Park Spirit Bus, Spirit Bus, site: <http://www.ci.monterey-park.ca.us/index.aspx?page=1689>, accessed February 13, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective December 16, 2012.

<sup>4</sup> Schedule effective June 26, 2011.

<sup>5</sup> Schedule effective April 7, 2001.

<sup>6</sup> Schedule effective October 2012.

<sup>7</sup> Schedule effective July 31, 2013.

<sup>8</sup> Schedule effective as of August 6, 2013.

ACT = Alhambra Community Transit

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

FT = Foothill Transit

I-10 = Interstate 10

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

MP = Monterey Park Spirit Bus

N = North

S = South

Sat. = Saturday

Sun. = Sunday

US-101 = United States Route 101

USC = University of Southern California

W = West

**TABLE 5.3.16:  
 Alhambra Utility Service Providers**

Service	Provider
Cable/TV	Charter Communications
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	Alhambra Utilities Department
Solid Waste	Allied Waste Services
Telephone	Multiple Providers
Water	Metropolitan Water District
	Alhambra Utilities Department

Source: City of Alhambra, Residential Newcomer, [http://www.cityofalhambra.org/about/residential\\_newcomer/](http://www.cityofalhambra.org/about/residential_newcomer/), accessed November 8, 2013.

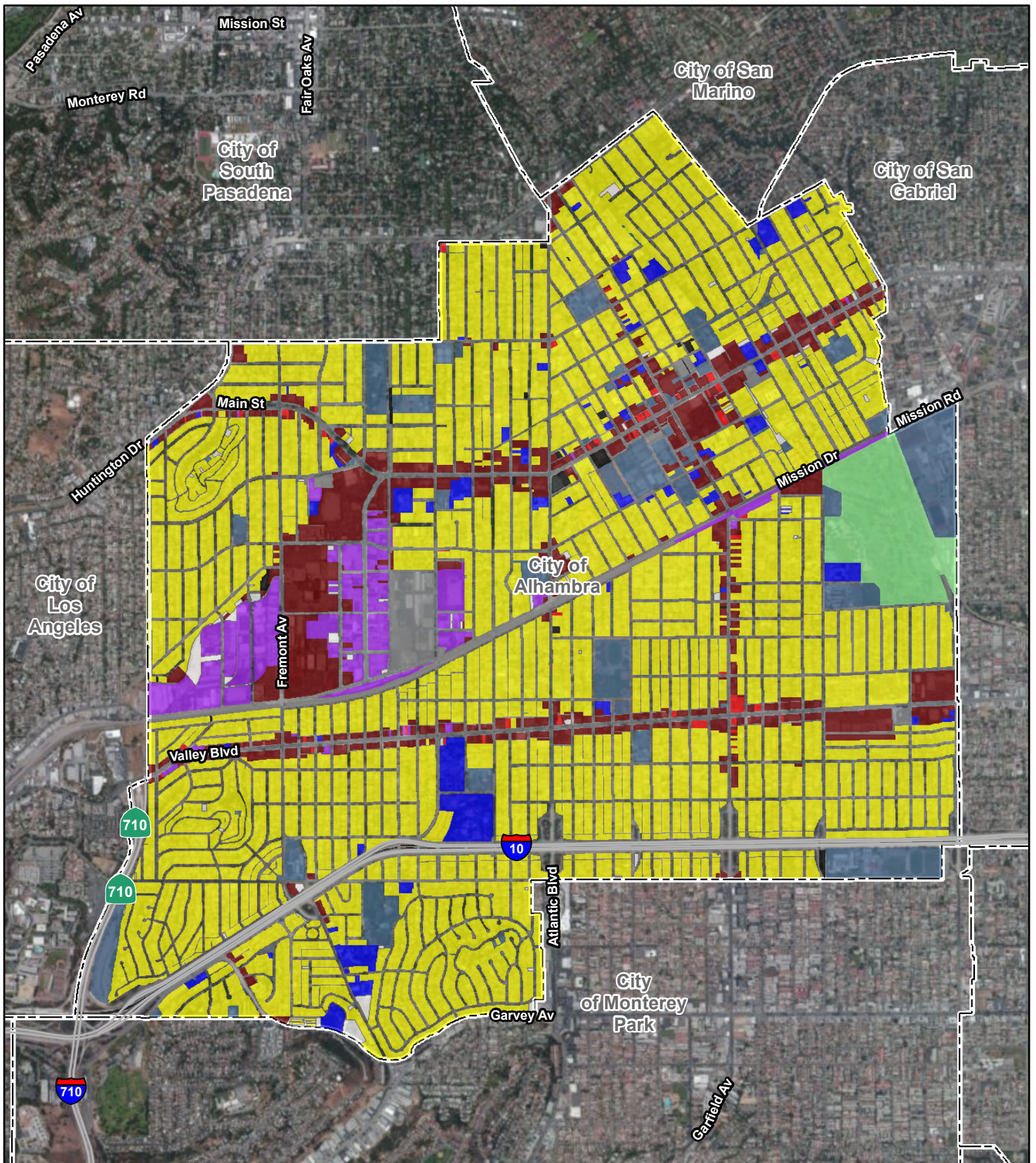
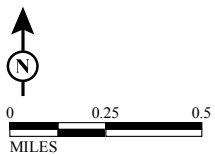


FIGURE 5.3-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |
| Industrial              | Mining and Extraction        |                           |

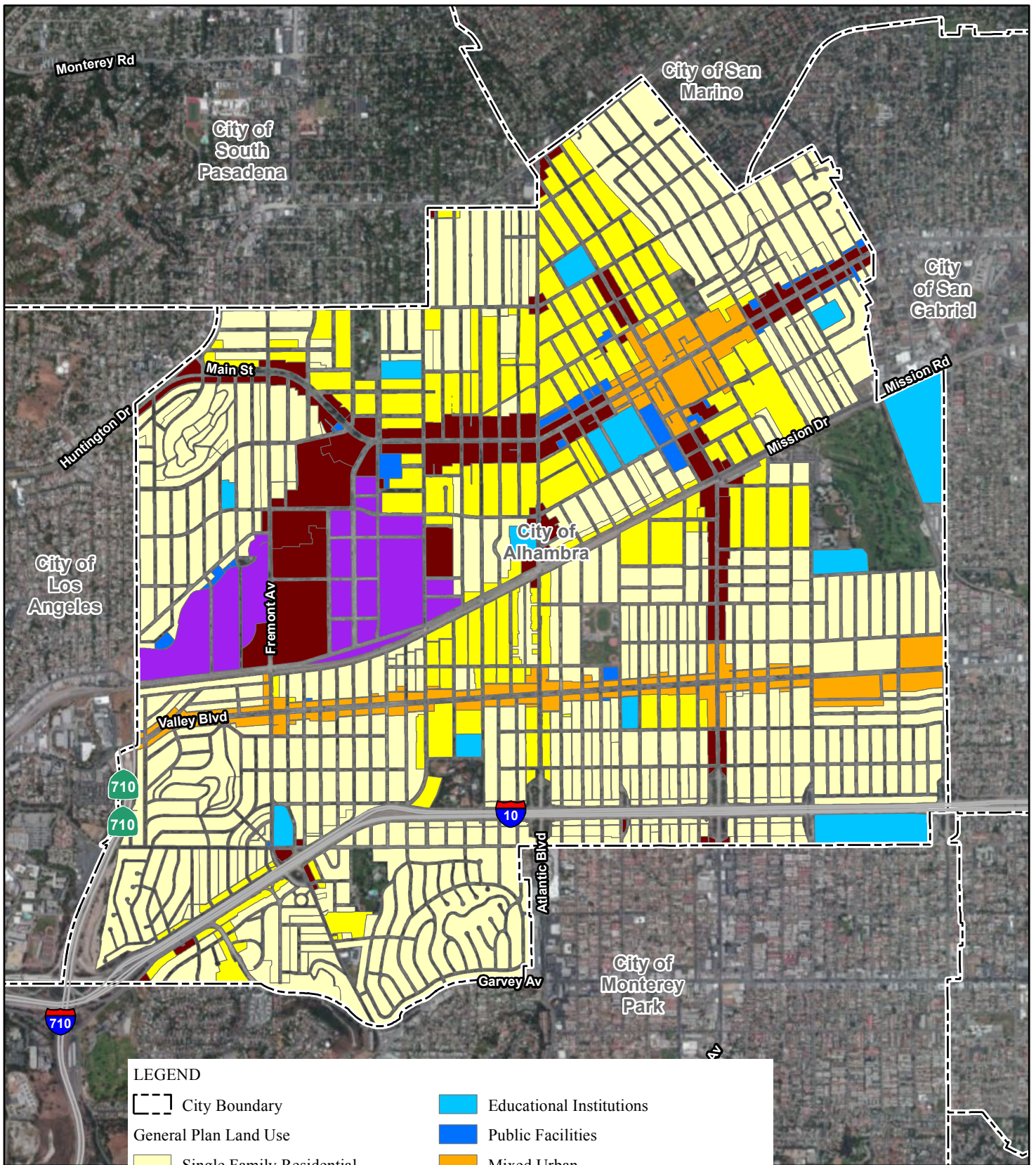


SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
 F:\CHM1105\GIS\MXD\CIA\Alhambra\_ExistingLandUse.mxd (10/28/2014)

SR 710 North Study  
 Alhambra Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

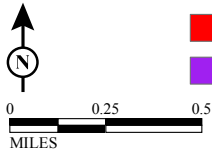
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LEGEND	
	City Boundary
General Plan Land Use	
	Single Family Residential
	Multi-Family Residential
	Commercial/Office
	Mixed Commercial and Industrial
	Industrial
	Educational Institutions
	Public Facilities
	Mixed Urban
	Local Parks, Open Space, and Recreation
	Cemeteries
	Transportation

FIGURE 5.3-2



SR 710 North Study  
 Alhambra  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

SOURCE: Microsoft 5/2010); LA County (2013); SCAG (2008)  
 F:\CHM1105\GIS\MXD\CIA\Alhambra\_GeneralPlanLandUse.mxd (10/28/2014)

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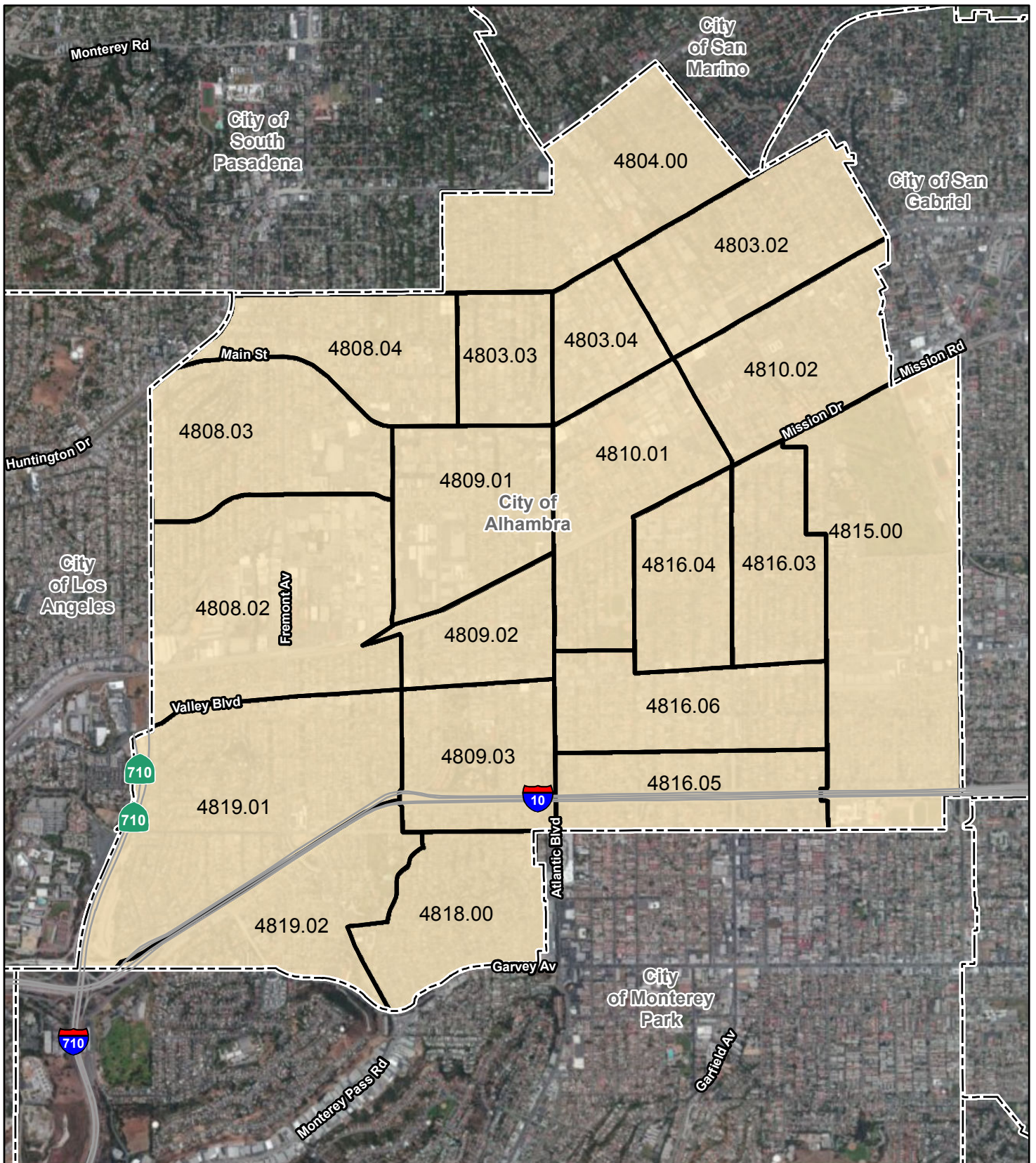


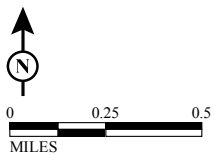


FIGURE 5.3-3

LEGEND

-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
 F:\CHM1105\GIS\MXD\CIA\Alhambra\_CensusTracts.mxd (10/28/2014)

SR 710 North Study  
 Alhambra Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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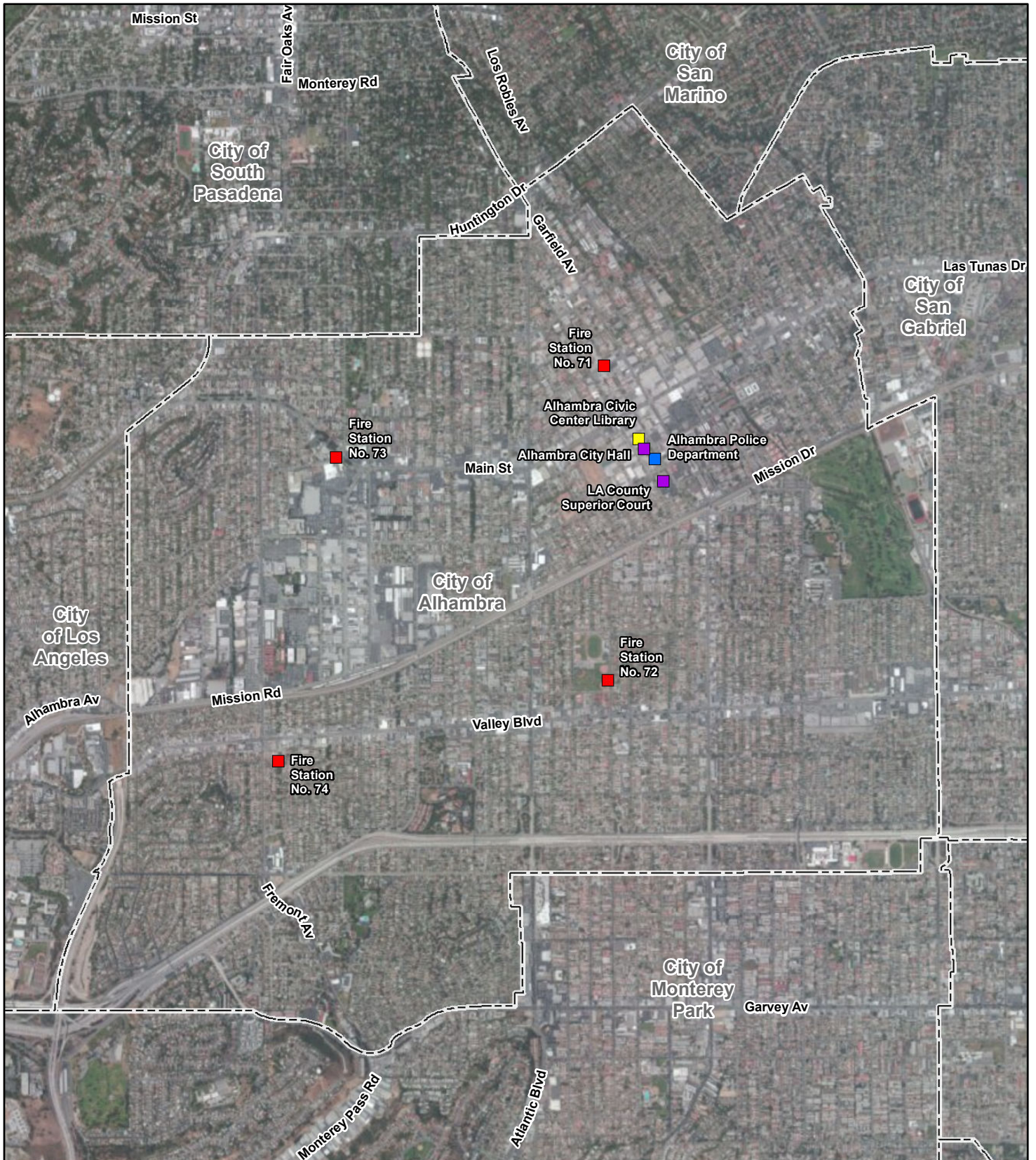
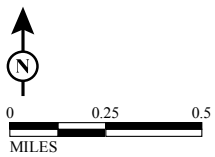


FIGURE 5.3-4

LEGEND

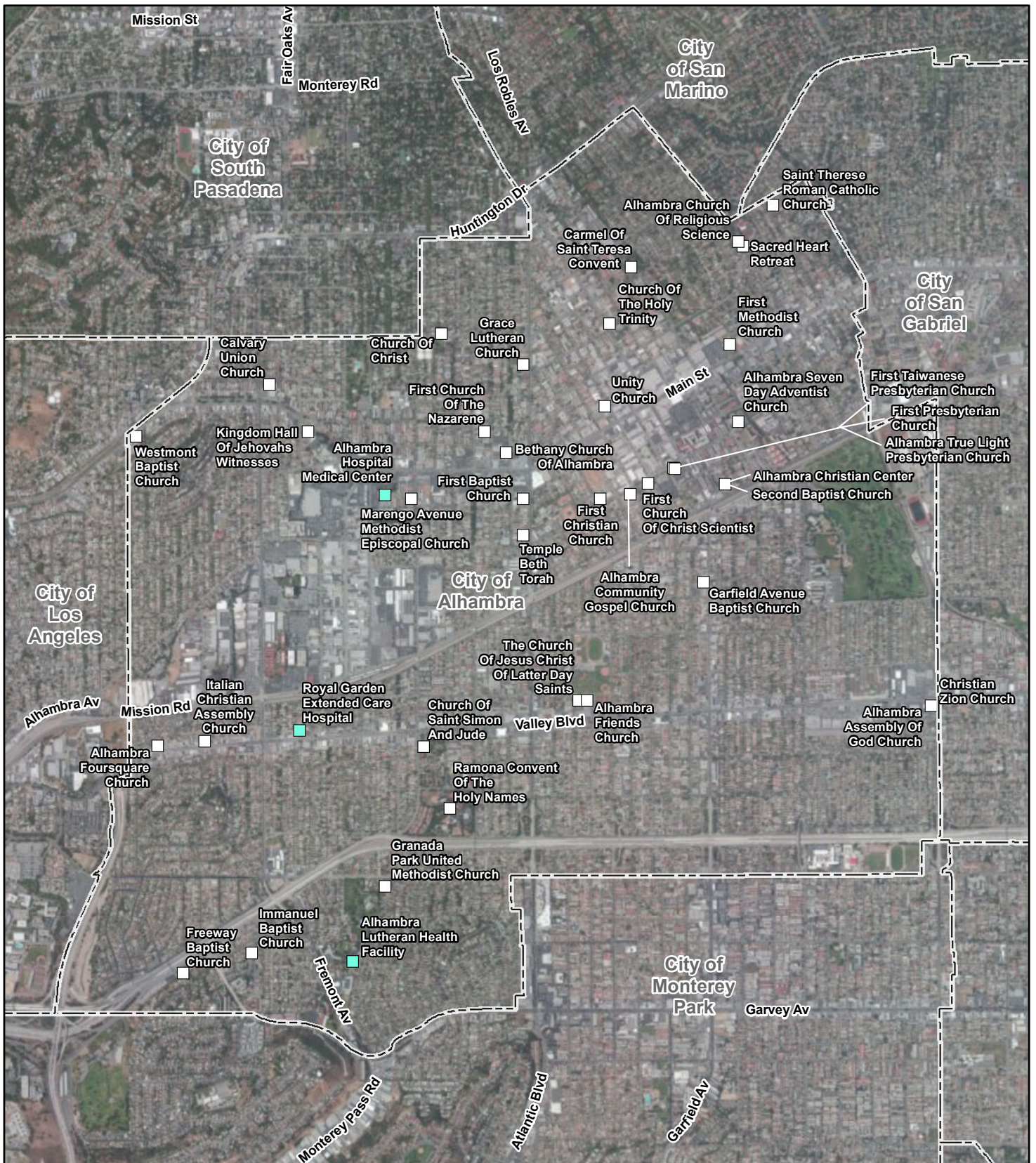
- Police
- Fire Station
- Library
- Other Government Facilities
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
 F:\CHM1105\GIS\MXD\CIA\Alhambra\_CommServicesFacilities.mxd (10/28/2014)

SR 710 North Study  
 Alhambra Police, Fire, Library,  
 and Other Government Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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- LEGEND
- Hospital
  - Place of Worship
  - City Boundary

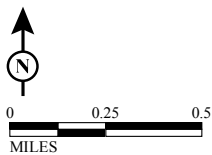


FIGURE 5.3-5

SR 710 North Study  
Alhambra Hospitals and Places of Worship

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

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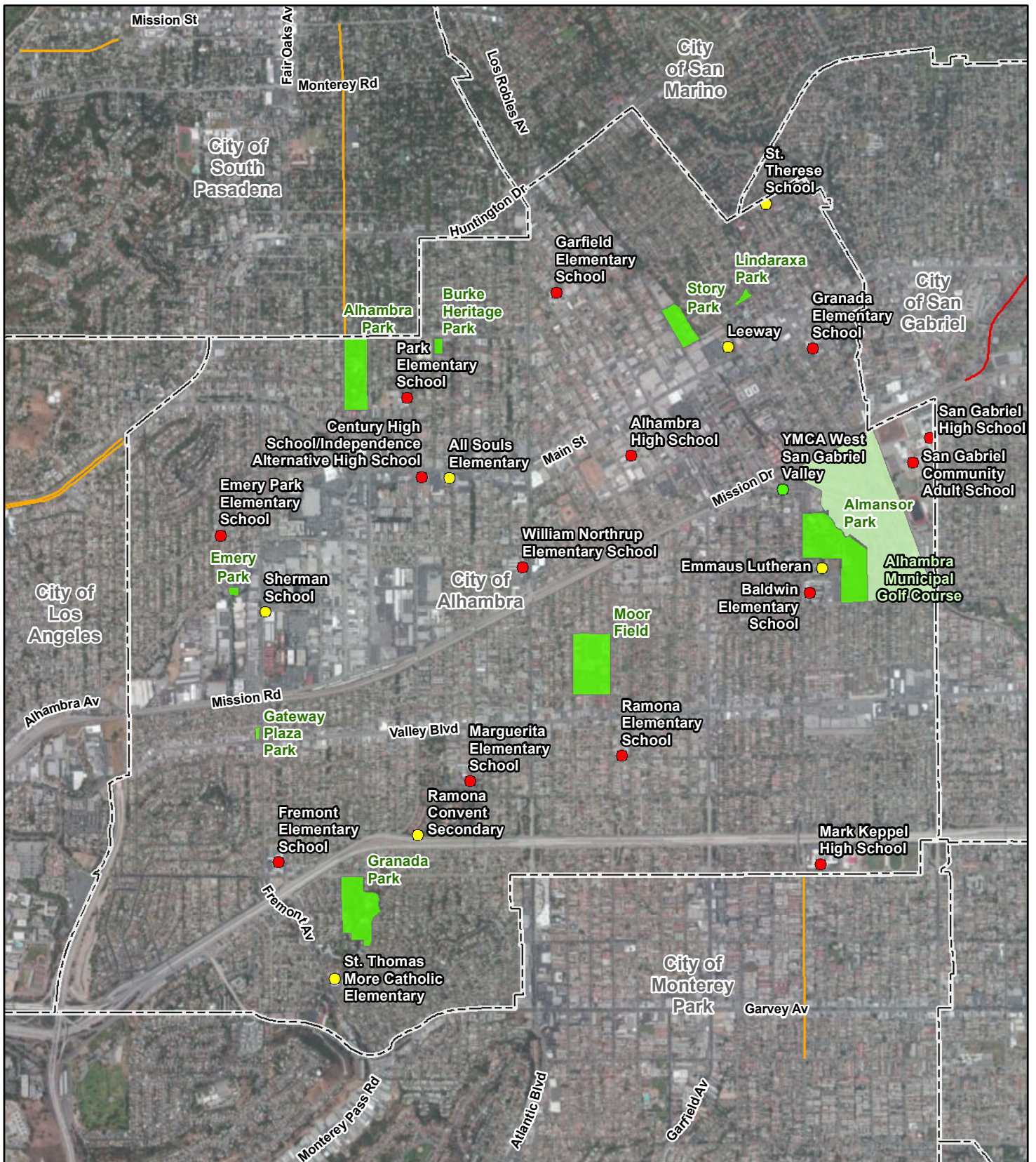
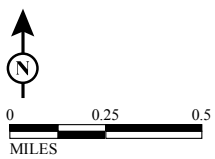


FIGURE 5.3-6

LEGEND

- Public School
- Private School
- Recreation Facility
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
 F:\CHM1105\GIS\MXD\CIA\Alhambra\_SchoolsParksRec.mxd (10/28/2014)

SR 710 North Study  
 Alhambra Schools, Parks,  
 and Recreation Facilities

07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.4 Altadena

### 5.4.1 Introduction

#### 5.4.1.1 Location

The unincorporated community of Altadena is located in the northern part of the study area for the SR 710 North Study, and is bordered by the Angeles National Forest to the north and the City of Pasadena to the west, south, and east. Altadena is approximately 8.7 sq mi in size and is located approximately 0.25 mi northeast of I-210 and approximately 2.5 mi north of State Route (SR 134). Figure 5.1-1, provided earlier, illustrates the location of the unincorporated community of Altadena within the study area for the SR 710 North Study.

#### 5.4.1.2 History

Altadena is the northernmost portion of Rancho San Pascual, as established by the Mexican Government in 1826, after they had claimed independence from Spain.<sup>1</sup> Rancho San Pascual was settled by the Indiana Colony in 1874, and incorporated in 1886 as “Pasadena,” a Chippewa name derived from a translation for “Crown of the Valley.” The highland areas, including the area now known as Altadena, remain as unincorporated areas of Los Angeles County.

In 1880, Captain Frederick Woodbury and his brother John purchased 937 ac known as the Woodbury Ranch. John Woodbury established the Pasadena Improvement Company in 1887, with a residential plat referred to as the Woodbury Subdivision. They named their community after the Altadena Nursery in the nearby foothills. “Altadena” was coined from the Spanish “alta” meaning “upper” and “dena” from Pasadena.

The newly sprouted community of Altadena immediately began to attract millionaires from the East. In 1887, Andrew McNally, the printing magnate from Chicago, and his good friend Colonel G.G. Green had built mansions on Mariposa Street near Santa Rosa, on what would become known as Millionaire’s Row. Newspaper moguls Armiger Scripp and William Kellogg built side by side just east of Fair Oaks Avenue.

The Southern California land boom busted in 1888 not long after the Los Angeles Terminal Railway was laid through town. The community continued to grow due to an influx of wealthy speculators from the east seeking fairer weather, better health, real estate opportunities, and/or retirement. Although Altadena grew, it grew at a slower pace than the Woodburys expected.

Over the years, there have been many attempts by the City of Pasadena to annex the community of Altadena. Altadena community campaigns have stopped these attempts. In the early 1960s, as a result of redevelopment in Pasadena, the extensions of SR 134 and I-210, and the desegregation of the Pasadena Unified School District, the demographics of the population of Altadena changed from a predominately white population to a more ethnically mixed population. As of the 2010 United States Census, the population of Altadena was 42,777 persons, with the White population at 52.8 percent, the Hispanic population at 26.9 percent, the Black population at 23.7 percent and the Asian population at 5.4 percent.

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<sup>1</sup> Altadena Town Council, Altadena History, <http://altadenatowncouncil.org/altadena-history/>, accessed August 9, 2013.

## 5.4.2 Land Use and Planning

### 5.4.2.1 Existing Land Uses

The existing land uses in Altadena are illustrated on Figure 5.4-1. The acreage and percentage of existing land uses in Altadena are shown in Table 5.4.1. Table 5.4.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.4.1:  
**Altadena Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	2.9	0
Commercial and Services	114.7	2
Industrial	9.5	0
Institutional	141.7	3
Mixed Commercial	12.4	0
Open Space and Recreation	52.8	1
Other	264.9	6
Public	325.8	7
Residential	3,286.2	69
Transportation and Utilities	47.6	1
Vacant	521.1	11
<b>Total</b>	<b>4,779.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.4.1, residential uses are the primary land use in Altadena, comprising approximately 69 percent of the land within the community, followed by public uses (7 percent). As shown on Figure 5.4-1 and described in Table 5.4.1, approximately 521 ac (11 percent) of the land in the unincorporated community of Altadena are vacant, the majority of which consists of undevelopable hillsides.

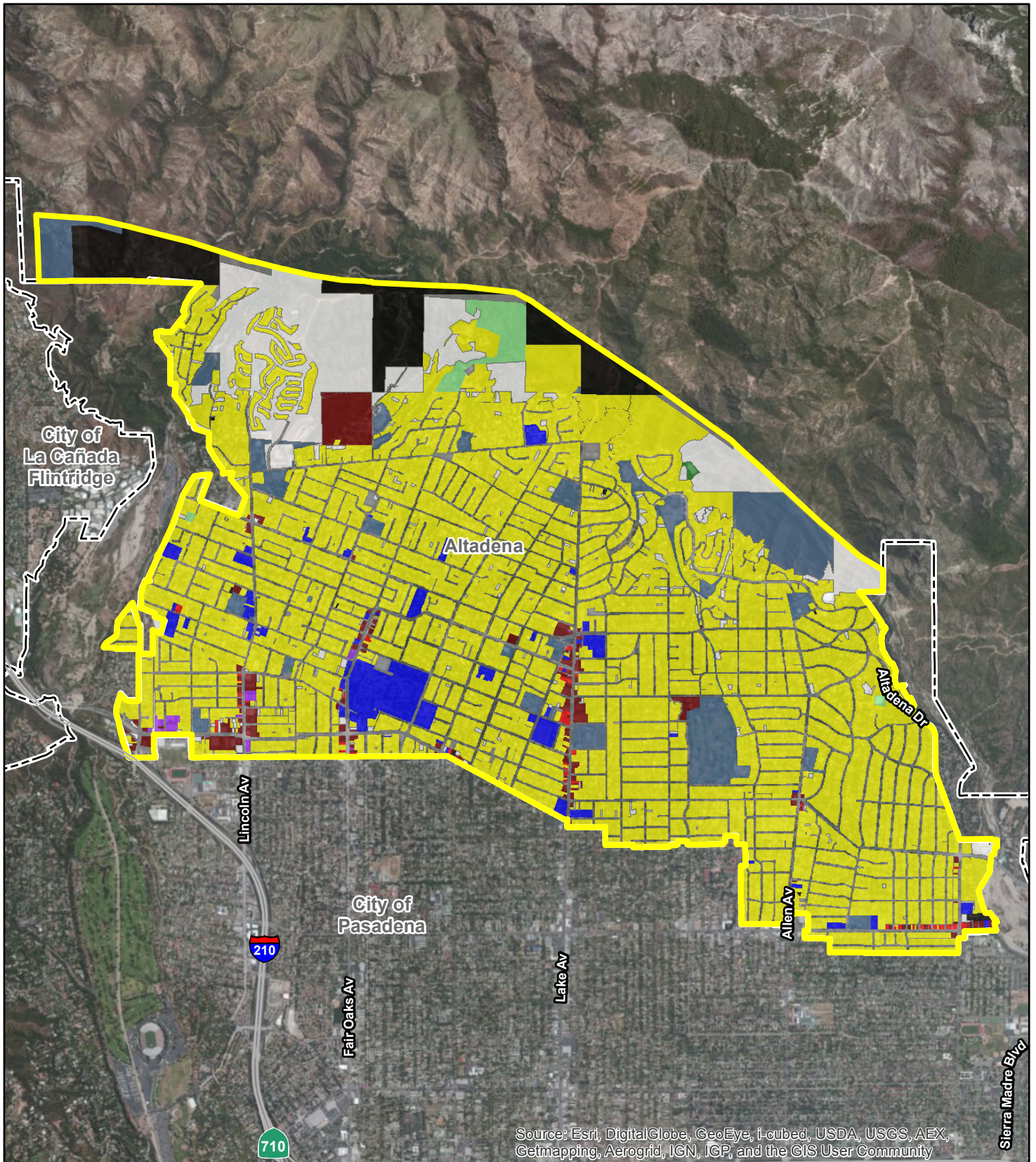
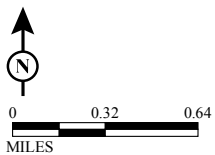


FIGURE 5.4-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Census Designated Place | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
 F:\CHM1105\GIS\MXD\CIA\Altadena\_ExistingLandUse.mxd (10/28/2014)

SR 710 North Study  
 Altadena  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.5 Arcadia

### 5.5.1 Introduction

#### 5.5.1.1 Location

The City of Arcadia is located in the northeastern part of the study area for the SR 710 North Study, and is bordered by the unincorporated community of Mayflower Village and the City of Monrovia to the east, the City of Temple City and the unincorporated community of North El Monte to the south, the unincorporated communities of East Pasadena and East San Gabriel and the City of San Marino to the west, and the City of Sierra Madre to the north. The City of Arcadia is approximately 11 sq mi. I-210 travels in an east-west direction through the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Arcadia within the study area for the SR 710 North Study.

#### 5.5.1.2 History

Arcadia's beginnings date to the late 1800s, when the ranchos that dominated the San Gabriel Valley came into the hands of landowners who saw value in subdividing the lands for smaller farms and orchards, substantial home sites, and as locations for railroad depots.<sup>1</sup> Elias J. "Lucky" Baldwin was responsible for subdividing the properties that eventually incorporated in 1903 as the City of Arcadia.

Arcadia's early economy was built on tourism and entertainment, including the construction of the City's first horse racing track in 1907 on the site of the current Santa Anita Golf Course located in Arcadia Park. Horse racing has been a great source of tourism for Arcadia since the early 1900s. Today, it is not uncommon for 50,000 people to attend a race day at Santa Anita Park.

Downtown Arcadia was established in the 1880s, when railways began to enter the City. The first of these was the Los Angeles and San Gabriel Valley Railroad, which made it possible to travel from Los Angeles to Arcadia in less than an hour. After 1912, when the sale of liquor was outlawed in the City, many other "respectable" businesses joined Arcadia's downtown business community, including a dry goods store, a garage, cobbler, and hardware store. By the beginning of World War I, Arcadia's downtown was well established and remains the historical heart of the City today.

The street network has grown along with the City. Arcadia's circulation system was well developed before its incorporation. Having a location near the railway was, in the late 1800s, the equivalent of easy freeway access today, and Arcadia grew up largely around the original rail configurations that connected it to Los Angeles and areas farther inland. By 1900, electric railways were replacing steam engines as the travel mode of choice for passengers, and the Pacific Electric line was brought to Arcadia. The unusual configuration of Huntington Drive in Arcadia today follows the original layout of the Pacific Electric line tracks that traversed the City.

Arcadia's identity as a "Community of Homes" can be traced to the 1930s when the first residential subdivisions began to appear, replacing what previously had been agricultural lands. The northernmost portion of the Baldwin Ranch, owned by Lucky Baldwin, made way for the first residential subdivisions. These included the estate home neighborhoods that are now part of the

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<sup>1</sup> City of Arcadia, General Plan Introduction, [http://www.ci.arcadia.ca.us/docs/introduction\\_final\\_\\_nov-2010.pdf](http://www.ci.arcadia.ca.us/docs/introduction_final__nov-2010.pdf), accessed August 9, 2013.

Rancho Santa Anita and Santa Anita Oaks Property Owner’s Associations. Areas in the southern portion of the City transitioned rapidly from small poultry and produce farms to subdivisions of moderately priced homes.

Through the 1940s and 1950s, the nationwide post-war boom led to phenomenal growth throughout Southern California. Arcadia’s population more than quadrupled between 1940 and 1960, with over 10,000 homes constructed in those 20 years.

## 5.5.2 Land Use and Planning

### 5.5.2.1 Existing Land Uses

The existing land uses in the City of Arcadia are illustrated on Figure 5.5-1. The acreage and percentage of existing land uses in the City of Arcadia are shown in Table 5.5.1. Table 5.5.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.5.1:  
**Arcadia Existing Land Uses**

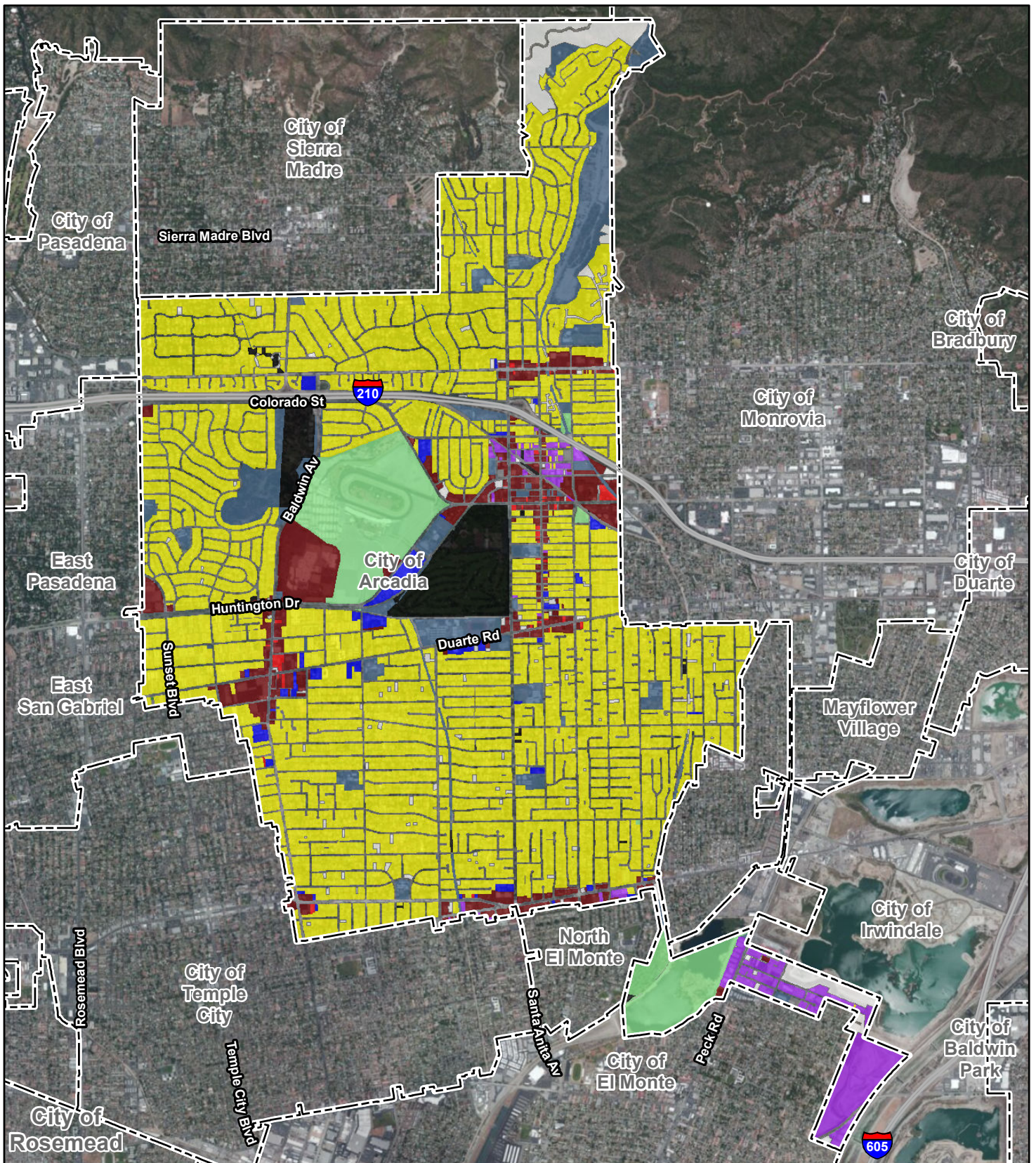
Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.2	0
Commercial and Services	374.3	6
Industrial	182.7	3
Institutional	82.5	1
Mixed Commercial	17.5	0
Open Space and Recreation	453.8	8
Other	246.8	4
Public	447.1	8
Residential	3,819.3	65
Transportation and Utilities	27.6	0
Vacant	198.9	3
<b>Total</b>	<b>5,850.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.5.1, residential uses are the primary land use in the City of Arcadia, comprising approximately 65 percent of the land within the City, followed by public uses (8 percent) and open space and recreation uses (8 percent). As shown on Figure 5.5-1 and described in Table 5.5.1, approximately 199 ac (3 percent) of the land in the City are vacant.





LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Residential             | Institutional                | Open Space and Recreation |
| Commercial and Services | Public                       | Other                     |
| Mixed Commercial        | Transportation and Utilities | Vacant                    |
|                         | Agricultural                 |                           |

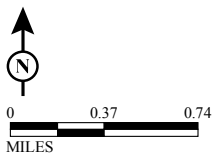


FIGURE 5.5-1

SR 710 North Study  
 Arcadia  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.6 Arroyo Seco

### 5.6.1 Introduction

The neighborhood referred to in this CIA as Arroyo Seco includes a group of smaller neighborhoods (Hermon, Montecito Heights, Monterey Hills, Mount Washington, and Sycamore Grove) in the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Arroyo Seco correspond to the official boundaries of the Arroyo Seco Neighborhood Council, as certified by the City of Los Angeles DONE on October 2, 2002.

#### 5.6.1.1 Location

The neighborhood of Arroyo Seco is located in the west central part of the study area for the SR 710 North Study and is bordered by the City of South Pasadena to the east, the neighborhoods of Glassell Park and Cypress Park to the west, the neighborhoods of Eagle Rock and Highland Park to the north, and the neighborhoods of El Sereno and Lincoln Heights to the south. The neighborhood of Arroyo Seco is approximately 3.5 sq mi in size and is approximately 0.5 mi northeast of Interstate 5 (I-5) and 1.5 mi north of I-10. The neighborhood of Arroyo Seco is bisected by SR 110. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Arroyo Seco within the study area for the SR 710 North Study.

#### 5.6.1.2 History

##### Hermon Neighborhood History

In 1903, Hermon was established by Free Methodists, who named their community after Mount Hermon in the Golan Heights near the border of Syria and Israel. The church group obtained the isolated valley along the Arroyo Seco from owner Ralph Rogers, a real estate developer. The area featured annual camp revival meetings and a local school, the Los Angeles Free Methodists Seminary. The neighborhood has been a part of the City of Los Angeles since 1912.

The Los Angeles Free Methodists Seminary became the Los Angeles Pacific College in 1934, and then merged with Azusa Pacific University in the 1960s. The former seminary campus site currently hosts the Los Angeles International Charter High School.

The neighborhood of Hermon became more connected with the rest of Los Angeles with the construction of a bridge across the Arroyo Seco at Avenue 60 in 1926, the Monterey Road pass through Walnut Hill to the south in 1930, and the Hermon Avenue (renamed Via Marisol) bridge to the west in 1939.

Hermon has retained its semi-rural character despite its location within the bustling City of Los Angeles. The neighborhood is primarily a residential community with a small business district in the center.<sup>1</sup>

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<sup>1</sup> Hermon, Los Angeles, History of Hermon, <http://www.hermonla.org/Hermon/History.html>, accessed July 31, 2013.

## Montecito Heights Neighborhood History

The neighborhood of Montecito Heights overlooks the Arroyo Seco and features large tracts of open space and many historic homes. As one of the oldest sections of the City of Los Angeles, the neighborhood possesses a rich history.

William Lees Judson, a prominent English painter, settled in the Montecito Heights area in 1893. There, along the banks of the Arroyo Seco, he founded the first school of fine art in Southern California, the Los Angeles College of Fine Arts. In 1901, the College of Fine Arts joined the University of Southern California and erected a building designed by Judson. The school and its founder attracted many artists and became known as the bohemian arts colony of the Arroyo Seco. The Judson Studios building also served as the guild hall for the Arroyo Guild of Fellow Craftsman, a group of artisans and craftspersons inspired by Judson and George Wharton James. In October 1909, James published the “Arroyo Craftsman” through the Arroyo Guild Press. The Craftsman aesthetic immediately enjoyed enormous esteem, popularized the budding Arts and Crafts movement of the 1920s, and advanced the American Bungalow architectural style, which is still highly revered.

Eccentric journalist Charles Lummis found an ideal location along the Arroyo Seco in Montecito Heights to build his dream house from the local river rock. The site is now commonly referred to as “The Lummis Home” and serves as an important landmark in the community. Charles Lummis also founded the Southwest Museum, which opened to the public in 1914.

The development of Montecito Heights began in 1910. The developers envisioned the planned and affluent suburb they named Montecito Hills as groups of gracious houses placed on large lots surrounding a magnificent hilltop hotel. Although the developers went bankrupt in 1929 and the hotel was never built, but many Montecito Heights residents still enjoy the legacy of the developers’ vision and their spacious oversized lots.<sup>1</sup>

## Monterey Hills Neighborhood History

The Monterey Hills neighborhood is the most recent residential development in the neighborhood of Arroyo Seco. The Monterey Hills Redevelopment Project, adopted by the Los Angeles City Council on July 29, 1971, provided for the development of a well-planned residential community with a variety of housing opportunities for families and individuals from all income levels and the preservation of the physical integrity of the site. Twenty-one condominium and rental complexes totaling 1,781 units have been built in the project area.<sup>2</sup>

## Mount Washington Neighborhood History

Mount Washington was founded in 1909 as a subdivision laid out by real estate developer Robert Marsh. Marsh built the Mount Washington Hotel at the summit of Mount Washington, and the Los Angeles and Mount Washington Railway Company was soon established as a funicular railway up the hill as an alternative to constructing roads up the area’s steep hillsides.

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<sup>1</sup> Montecito Heights Improvement Association, History in Brief, <http://www.montecitohts.org/history.htm>, accessed July 11, 2013.

<sup>2</sup> Monterey Hills Federation, History of Monterey Hills, <http://www.montereyhills.org/history.htm>, accessed August 1, 2013.

Land developers hoped that people would ride the trolley from downtown Los Angeles, get off at Avenue 43 and Marmion Way, then ride the Los Angeles and Mount Washington Incline Railway to the summit of Mount Washington, where they would experience the breathtaking view, resulting in the purchase of a lot. This plan worked, and soon the area became an exclusive and desirable spot for residential properties with spectacular views of Los Angeles.

The railway operated until January 1919, and the hotel closed in 1921. In 1925, the former hotel was purchased by Parmahansa Yogananda, a monk of the ancient Swami Order in India, and founder of the Self-Realization Fellowship. Currently, the hotel building remains as the international headquarters of the Self-Realization Fellowship.<sup>1</sup>

### Sycamore Grove Neighborhood History

At the turn of the 20th century, the Pacific Electric Railway made daily stops to the Sycamore Grove Park area. Sycamore Grove was officially designated a park when the City of Los Angeles purchased the land in 1905. Soon after, the park became a popular recreational spot featuring well-kept grass, picnic tables, and a band shell that showcased a number of concerts. Sycamore Grove Park also served as the site of annual State Picnics, where residents from the Midwest who had migrated to Los Angeles would gather to celebrate their home state.<sup>2</sup>

## 5.6.2 Land Use and Planning

Designated land uses are summarized from the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan for the neighborhood of Arroyo Seco. The General Plan was reviewed to understand the development trends, land use-related goals, and specific city policies that could affect or be affected by the proposed project.

### 5.6.2.1 Existing Land Uses

The existing land uses in the neighborhood of Arroyo Seco are illustrated on Figure 5.6-1. The acreage and percentage of existing land uses in the neighborhood of Arroyo Seco are shown in Table 5.6.1. Table 5.6.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

As indicated in Table 5.6.1, residential uses are the primary land use in the neighborhood of Arroyo Seco, comprising approximately 53 percent of the land within the community. As shown on Figure 5.6-1 and described in Table 5.6.1, approximately 316.7 ac (17 percent) of the land in the community are vacant.

<sup>1</sup> Electrical Railway Historical Association of Southern California, Mount Washington: Its Hotel and Incline Railway, <http://www.erha.org/washington.htm>, accessed August 1, 2013.

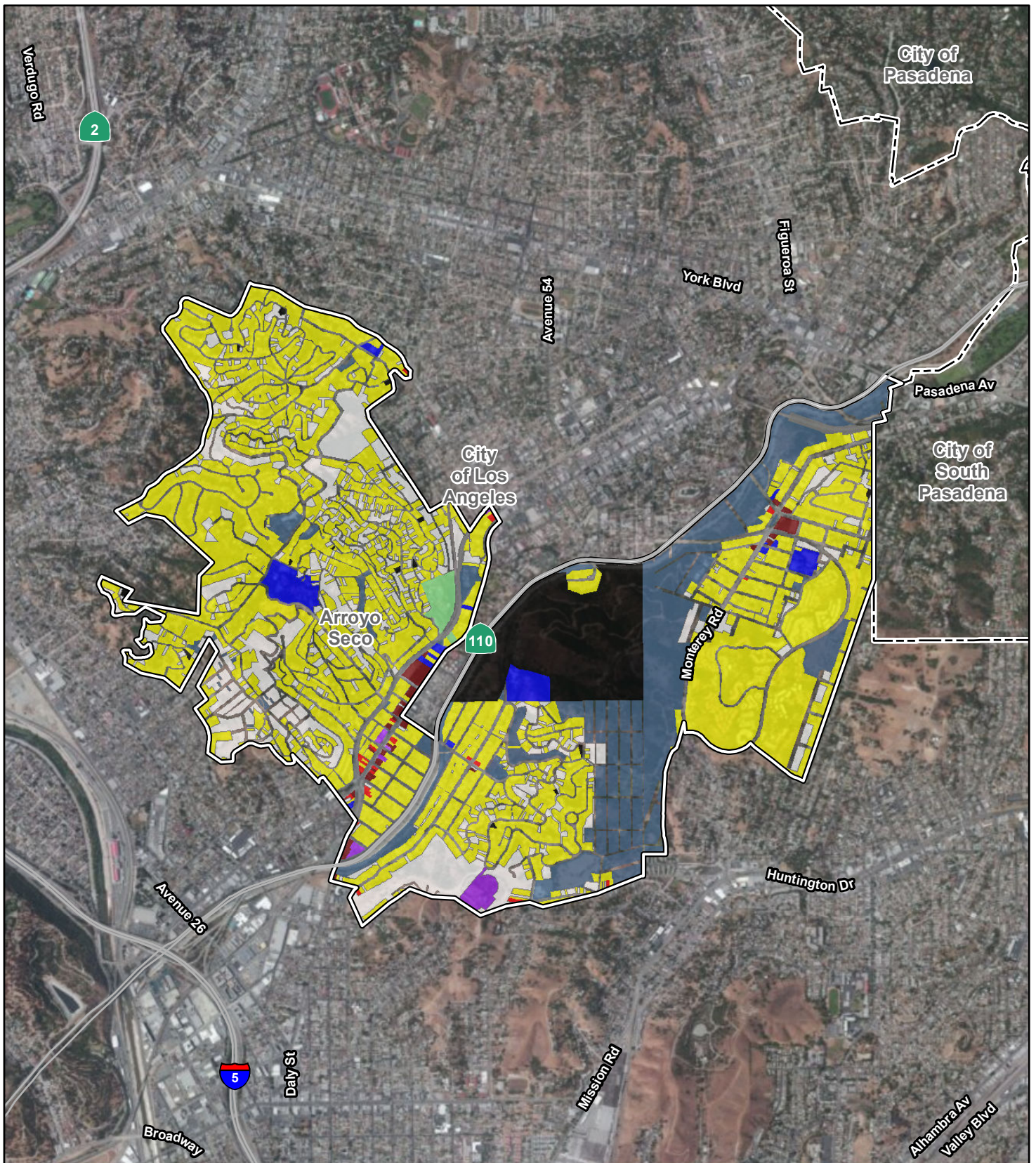
<sup>2</sup> KCET, Departures field guides, Sycamore Park, <http://www.kcet.org/socal/departures/fieldguides/highlandpark/family/sycamore-grove-park-1.html>, accessed August 2, 2013.

TABLE 5.6.1:  
**Arroyo Seco Existing Land Uses**

<b>Land Use</b>	<b>Acreage<sup>1</sup></b>	<b>Percent<sup>1</sup></b>
Commercial and Services	13.9	1
Industrial	11.5	1
Institutional	37.2	2
Mixed Commercial	4.9	0
Open Space and Recreation	12.5	1
Other	187.8	10
Public	287.2	15
Residential	981.5	53
Transportation and Utilities	15.0	1
Vacant	316.7	17
<b>Total</b>	<b>1,868.3</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |

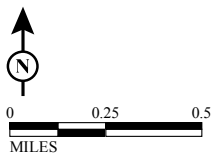


FIGURE 5.6-1

SR 710 North Study  
 Arroyo Seco  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.7 Commerce

### 5.7.1 Introduction

#### 5.7.1.1 Location

The City of Commerce is located in the southwest part of the study area for the SR 710 North Study, and is bordered by the unincorporated community of East Los Angeles to the north, the City of Montebello to the east, the Cities of Bell Gardens and Downey to the south, and the City of Vernon to the west. The City of Commerce is approximately 6.6 sq mi in size. Commerce is bordered by I-710 and the Los Angeles River to the west. I-5 travels through the center of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Commerce within the study area for the SR 710 North Study.

#### 5.7.1.2 History

The area that is now known as the City of Commerce was part of the land grant given to Antonio Lugo for his military service during the establishment of the Franciscan Missions in 1771, and his son, Don Antonio Maria Lugo, developed a large area of his father's land holdings.

In 1887, when the Atchison, Topeka & Santa Fe Railway built its main line through the area, the area began its conversion to industrial uses even though much of the ranch remained intact. At the turn of the 20<sup>th</sup> century, the owner of the ranch, Arcadia Bandini de Stearns Baker, began selling off parts of the land, and by the 1920s various factories occupied the area. The City of Commerce took its name in the 1940s, when residents of the area began to encourage commerce. The City was incorporated in 1960 in order to avoid being annexed by neighboring cities for its industrial property tax revenue. In the 1970s and 1980s, the City of Commerce maintained much of its manufacturing and goods-distribution base and successfully converted former industrial land to lucrative commercial uses.

Today, the City of Commerce is continuing to transition its industrial land uses into light manufacturing and service industries that surround its residential neighborhoods.<sup>1</sup>

### 5.7.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Commerce. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

#### 5.7.2.1 Existing Land Uses

The existing land uses in the City of Commerce are illustrated on Figure 5.7-1. The acreage and percentage of existing land uses in the City of Commerce are provided in Table 5.7.1. Table 5.7.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

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<sup>1</sup> City of Commerce, various subjects, <http://ca-commerce.civicplus.com/>, accessed August 6, 2013.

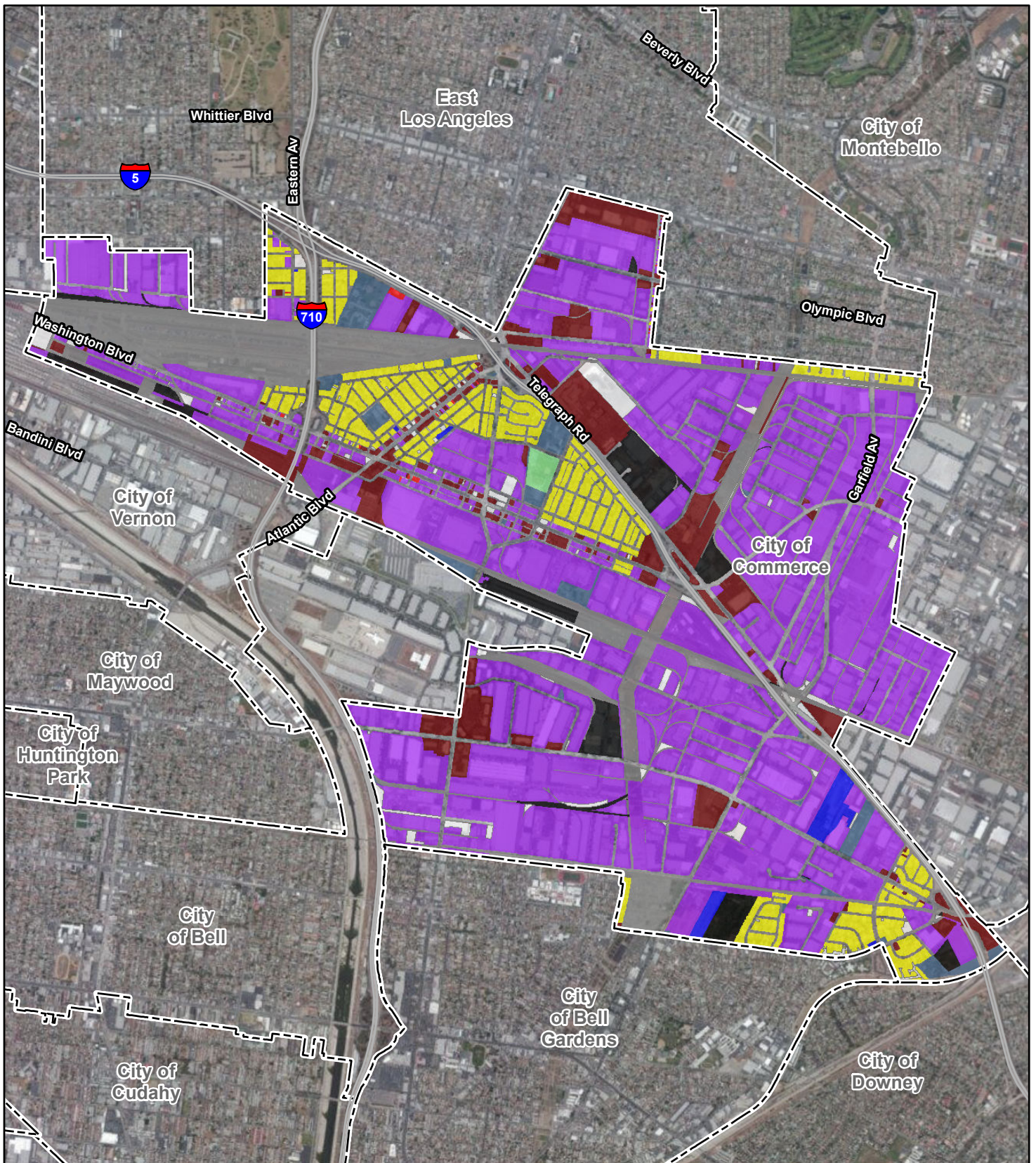
TABLE 5.7.1:  
**Commerce Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	303.7	9
Industrial	2,082.5	59
Institutional	46.8	1
Mixed Commercial	3.0	0
Open Space and Recreation	11.3	0
Other	134.5	4
Public	81.2	2
Residential	280.8	8
Transportation and Utilities	537.3	15
Vacant	76.5	2
<b>Total</b>	<b>3,557.5</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.7.1, industrial uses are the primary land use in the City of Commerce, comprising approximately 59 percent of the land within the City, followed by transportation and utilities uses (15 percent). As shown on Figure 5.7-1 and described in Table 5.7.1, approximately 76.5 ac (2 percent) of the land in the City are vacant.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |

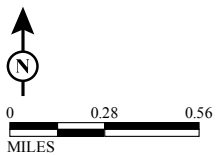


FIGURE 5.7-1

SR 710 North Study  
 Commerce  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.8 Cypress Park

### 5.8.1 Introduction

Cypress Park is a neighborhood within the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Cypress Park correspond to the official boundaries of the Greater Cypress Park Neighborhood Council, as certified by the City of Los Angeles DONE on November 19, 2002.

#### 5.8.1.1 Location

Cypress Park is located in the southwestern part of the study area for the SR 710 North Study, and is bordered by the neighborhood of Glassell Park to the north, the neighborhood of Arroyo Seco to the east, the neighborhood of Lincoln Heights to the south, and the neighborhood of Elysian Valley to the west. The neighborhood of Cypress Park is approximately 1.3 sq mi in size. SR 110 forms the southern boundary of the community and I-5 is located approximately 0.5 mile (mi) west of Cypress Park. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Cypress Park within the study area for the SR 710 North Study.

#### 5.8.1.2 History

As one of the first suburbs in the City of Los Angeles, Cypress Park was developed mostly in the early 20<sup>th</sup> century as a working class neighborhood, with the main attraction being its close proximity to nearby railroad yards.<sup>1</sup> Cypress Park is the site of the largest railroad yard in the City (i.e., the largely-abandoned Taylor Yard) and is the site of the former Lawry's California Center, which was a major regional destination for dining and an international destination for tourist shopping.<sup>2</sup> It also has a long history as a residential and small industrial community with commercial activity almost exclusively serving the immediate neighborhoods scattered along Cypress Avenue, Figueroa Street, and San Fernando Road.

## 5.8.2 Land Use and Planning

### 5.8.2.1 Existing Land Uses

The existing land uses in the neighborhood of Cypress Park are illustrated on Figure 5.8-1. The acreage and percentage of existing land uses in the neighborhood of Cypress Park are shown in Table 5.8.1. Table 5.8.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

As indicated in Table 5.8.1, residential uses are the primary land use in the neighborhood of Cypress Park, comprising approximately 47 percent of the land within the community, followed by transportation and utilities uses (22 percent). As shown on Figure 5.8-1 and described in Table 5.8.1, approximately 54 ac (8 percent) of the land in the community are vacant.

<sup>1</sup> Greater Cypress Park Neighborhood Council, <http://www.cypressparknc.org/index.html>, accessed August 9, 2013.

<sup>2</sup> City of Los Angeles, Northeast Los Angeles Community Plan, Community Background, p. I-2 and I-3. 1999.

TABLE 5.8.1:  
**Cypress Park Existing Land Uses**

<b>Land Use</b>	<b>Acreage<sup>1</sup></b>	<b>Percent<sup>1</sup></b>
Commercial and Services	27.2	4
Industrial	34.8	5
Institutional	2.7	0
Mixed Commercial	4.7	1
Open Space and Recreation	6.7	1
Other	2.1	0
Public	66.5	10
Residential	312.0	47
Transportation and Utilities	147.4	22
Vacant	54.4	8
<b>Total</b>	<b>658.5</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

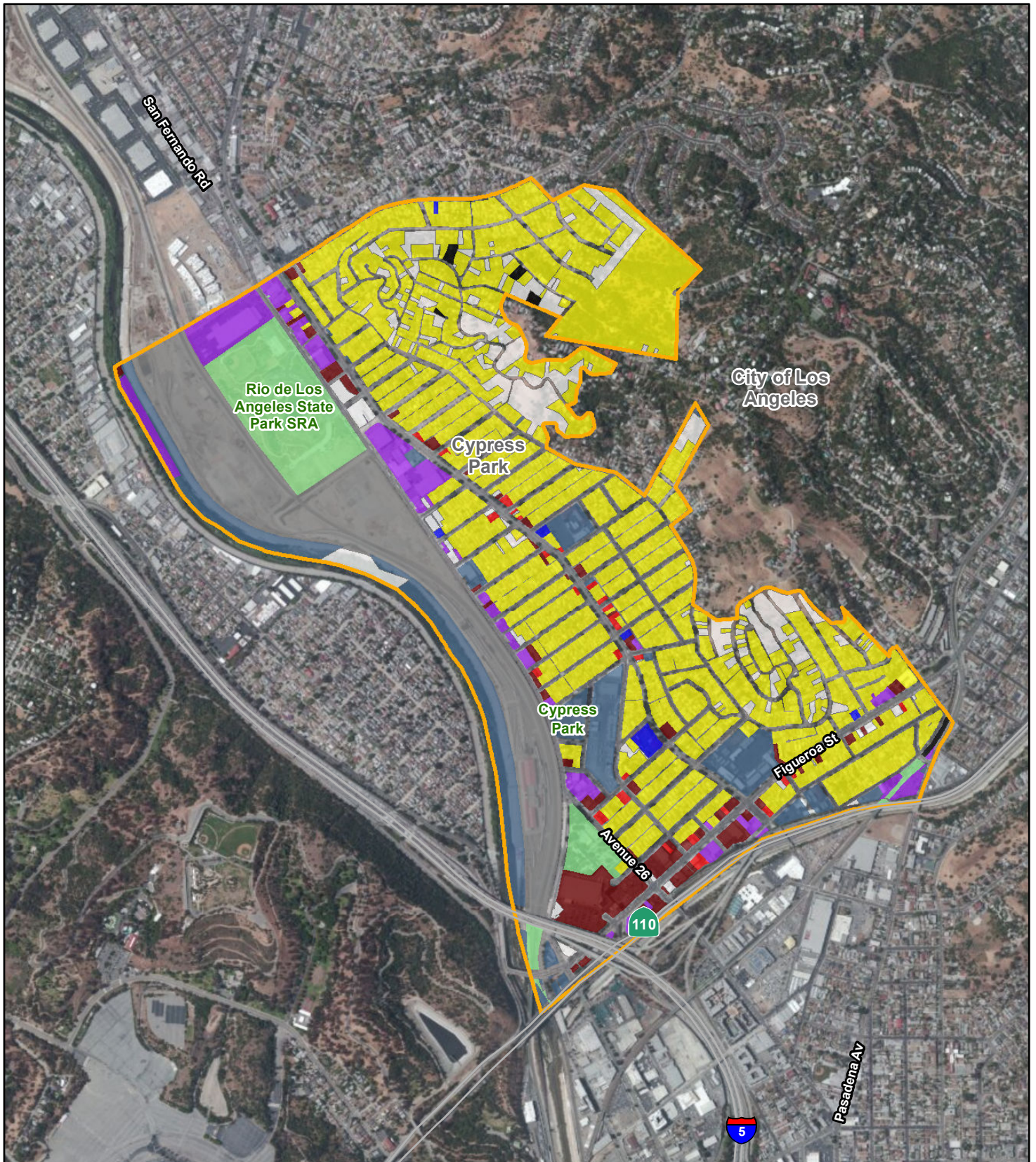
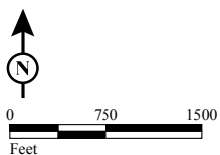


FIGURE 5.8-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SR 710 North Study  
 Cypress Park  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.9 Duarte

### 5.9.1 Introduction

#### 5.9.1.1 Location

The City of Duarte is located in the northeastern part of the study area for the SR 710 North Study and is bordered by the Angeles National Forest to the north and east, the City of Azusa to the southeast, the City of Irwindale to the south, and the unincorporated community of Mayflower Village and the Cities of Bradbury and Monrovia to the west. The City of Duarte is approximately 6.7 sq mi in size. I-210 travels in an east-west direction through the City. Interstate 605 (I-605) terminates near the eastern edge of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Duarte within the study area for the SR 710 North Study.

#### 5.9.1.2 History

The Gabrielino Indians once inhabited the land that is now known as the City of Duarte.<sup>1</sup> In 1841, the Governor of Alta California granted nearly 7,000 ac of prime land in the upper San Gabriel Valley to ex-Mexican Corporal Andres Duarte and his wife. Andres Duarte named the land Rancho Azusa de Duarte.

In the mid-1800s, most of the Rancho Azusa de Duarte was sold to help defray Andres Duarte's debts. Dr. Nehemiah Beardslee purchased some of the land, started the first school in Duarte, and laid out the first section of Duarte's water lines. Much of the remaining land was divided into 40 ac plots and sold individually.

Many of Duarte's earliest pioneer families came to Duarte in the mid-1800s for their health, the pleasant climate, and the fertile soil. English settlers, Americans from the Midwest and Deep South, Latinos who remained from the Rancho, and Japanese immigrants enabled Duarte to grow into a thriving agricultural community that specialized in citrus production.

Two medical institutions were started in Duarte in the early part of the 20<sup>th</sup> century. In 1913, the Jewish Relief Association started a tuberculosis sanatorium on 40 ac of land south of Duarte Road. This later evolved into the world-renowned City of Hope Medical Center, a recognized leader in fighting cancer and other catastrophic diseases. In 1930, a group of Carmelite Sisters established the Santa Teresita Rest Home, known today as the Santa Teresita Medical Center.

In 1957, a dedicated group of community members led the fight for incorporation, and on August 22, 1957, their efforts paid off with the formation of the City of Duarte. The leadership of the Duarte City Council helped the previously fragmented community to come together, set goals, and establish priorities for the newly created City of Duarte.

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<sup>1</sup> City of Duarte, Community History, [http://www.accessduarte.com/?option=com\\_content&view=article&id=1&Itemid=61](http://www.accessduarte.com/?option=com_content&view=article&id=1&Itemid=61), accessed August 9, 2013.

## 5.9.2 Land Use and Planning

### 5.9.2.1 Existing Land Uses

The existing land uses in the City of Duarte are illustrated on Figure 5.9-1. The acreage and percentage of existing land uses in the City of Duarte are shown in Table 5.9.1. Table 5.9.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.9.1:  
**Duarte Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	128.1	3
Industrial	67.6	2
Institutional	110.2	3
Mixed Commercial	2.2	0
Open Space and Recreation	37.4	1
Other	1,941.2	50
Public	113.1	3
Residential	871.5	22
Transportation and Utilities	82.4	2
Vacant	522.1	13
<b>Total</b>	<b>3,875.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.9.1, other uses are the primary land use in the City of Duarte, comprising approximately 50 percent of the land within the City, followed by residential uses (22 percent). The majority of the other uses in Duarte consist of land within the Angeles National Forest. As shown on Figure 5.9-1 and described in Table 5.9.1, approximately 522 ac (13 percent) of the land in the City are vacant, the majority of which consists of undevelopable hillsides.

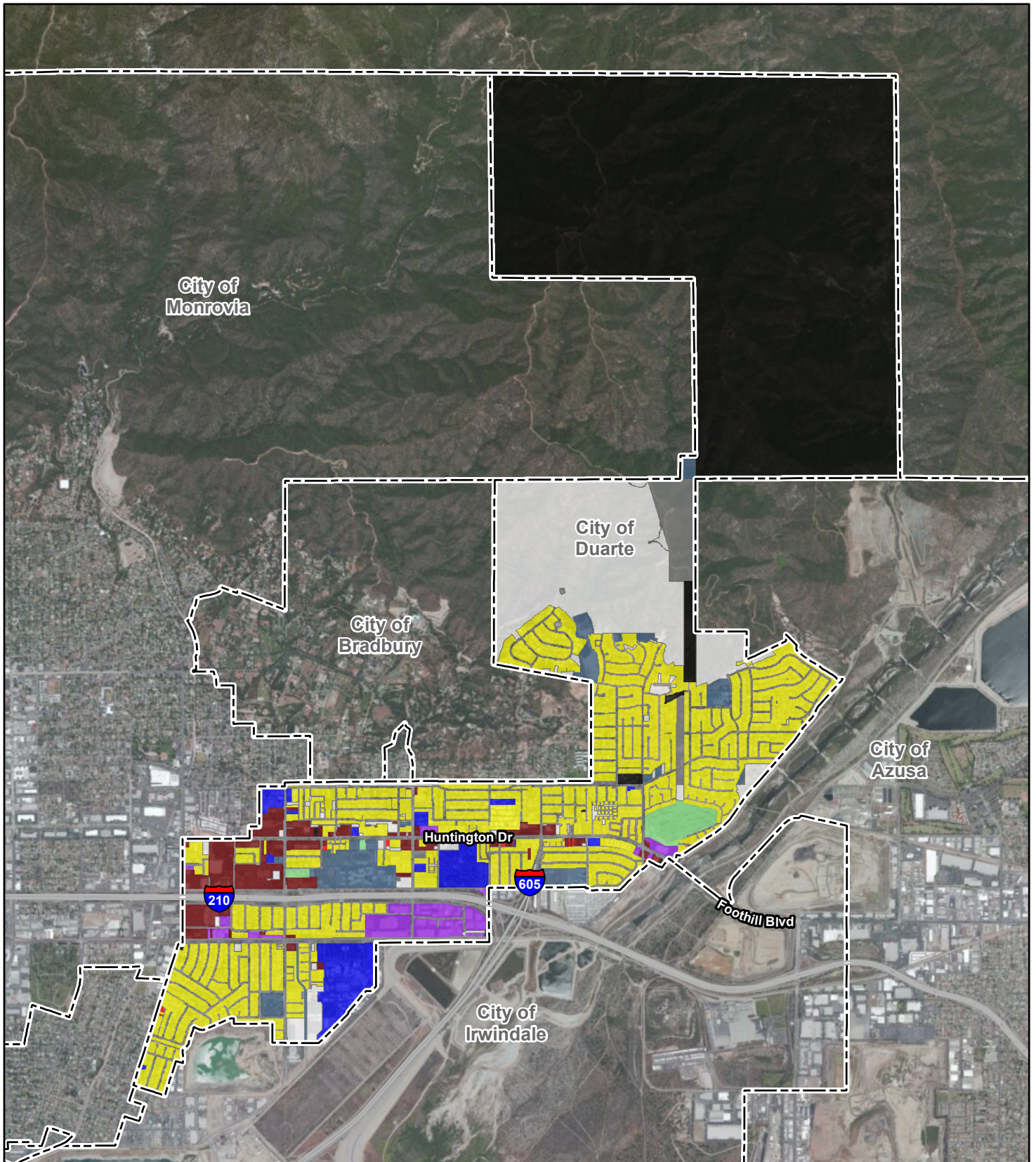
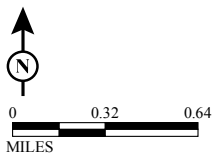


FIGURE 5.9-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
 F:\CHM1105\GIS\MXD\CIA\Duarte\_ExistingLandUse.mxd (10/28/2014)

SR 710 North Study  
 Duarte  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.10 Eagle Rock

Eagle Rock is a neighborhood within the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Eagle Rock correspond to the official boundaries of the Eagle Rock Neighborhood Council, as certified by the City of Los Angeles DONE on April 2, 2002.

### 5.10.1 Introduction

#### 5.10.1.1 Location

The neighborhood of Eagle Rock is located in the western part of the study area for the SR 710 North Study and is bordered by the neighborhood of Glassell Park to the southwest, the City of Glendale to the north and west, the City of Pasadena to the east, and the neighborhoods of Arroyo Seco and Highland Park to the south. The neighborhood of Eagle Rock is approximately 4.1 sq mi in size and is bordered by SR 134 to the north and State Route 2 (SR 2) to the west. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Eagle Rock within the study area for the SR 710 North Study.

#### 5.10.1.2 History

The arrival of the Los Angeles Railway streetcar system in 1906 made suburbanization of the Eagle Rock area possible. The tracks came from downtown Los Angeles along Central Avenue (now Eagle Rock Boulevard) and extended to the intersection of Townsend Avenue and Colorado Street, the heart of town at the time.<sup>1</sup> A local line ran to Glendale and Montrose. Another line ran down Figueroa Street and up to Eagle Rock to supply the Edison power station and serve the area known as Eagle Rock Park.

In the early 1900s, the gently sloping hills of Eagle Rock were dotted with grand Victorian farmhouses and many large Craftsman homes on wide lots. In response to the area's population growth, Eagle Rock incorporated as a city in 1911.<sup>2</sup> In 1923, not long after the Eagle Rock City Hall was erected, the people of Eagle Rock voted to become part of the City of Los Angeles under the threat of an inadequate water supply and the promise of an upgraded school system.<sup>3</sup>

The 1920s saw an upswing of subdivision and building of "modern" homes, including many in the Spanish colonial revival style and smaller bungalows modified by such prevalent styles as Colonial revival and English Tudor.<sup>4</sup> Eagle Rock High School was built in 1927 as promised under the terms of Eagle Rock's annexation to Los Angeles.<sup>5</sup> Later decades brought other architectural styles to Eagle Rock homes and commercial structures, like streamline modern, international, postwar traditional, and mid-century modern. This eclectic mix of architecture among large and small homes has contributed to the community's character.

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<sup>1</sup> Eagle Rock Neighborhood Council, History of Eagle Rock, <http://www.eaglerockcouncil.org/eagle-rock-community/history-of-eagle-rock/>, accessed July 10, 2013.

<sup>2</sup> Ibid.

<sup>3</sup> Eagle Rock Valley Historical Society, A Short History of Eagle Rock, <http://www.eaglerockhistory.org/timeline.html>, accessed July 10, 2013.

<sup>4</sup> Ibid.

<sup>5</sup> Eagle Rock Neighborhood Council, History of Eagle Rock, <http://www.eaglerockcouncil.org/eagle-rock-community/history-of-eagle-rock/>, accessed July 10, 2013.

The 1950s brought momentous changes to Eagle Rock. The trolley tracks were torn out and replaced with bus service, and the SR 134 bridge was completed over the Arroyo Seco.<sup>1</sup> The impact of these changes and the development of Southern California's freeway system (including the opening of SR 134 between and Glendale and Pasadena in 1971 and SR 2 between I-5 and I-210 in 1978) on Eagle Rock and the rest of northeast Los Angeles cannot be overemphasized.<sup>2</sup> Although the freeway system has provided an efficient means for developing outlying areas and allowed the resulting traffic to bypass older industrial and commercial corridors in Eagle Rock and surrounding communities, it also had the effect of dividing former neighborhoods and communities, altering established transportation patterns, and displacing established residential, commercial, and industrial uses. These major developments changed the arrangement of land uses and the relationship of the area with the rest of the expanding metropolis. However, the distinctiveness of neighborhoods like Eagle Rock and other communities in northeast Los Angeles persists because they are separated by hills, watercourses, and man-made features, including railroad tracks and freeways.

The neighborhood is distinguished by a number of landmarks of significant historical and architectural interest. The largest, and perhaps best known of these, is the campus of Occidental College, a nationally recognized liberal arts college designed by Myron Hunt in the Mediterranean revival style and built between 1911 and 1913.<sup>3</sup> The Eagle Rock itself, a major granite monolith that resembles an eagle in certain lighting conditions and is the community's namesake, is situated at the northeast corner of the community near the Arroyo Seco. Historical monuments include the headquarters of the Greater Los Angeles Council on Deafness (originally occupied as a Women's Christian Temperance Union retirement home), the Sparkletts Water Plant, and, on Colorado Boulevard, the Cultural Center (originally a Carnegie Library) and the City Hall building.<sup>4</sup> Also on Colorado Boulevard is the architecturally important Women's 20<sup>th</sup> Century Club building.<sup>5</sup> Many of the older single-family homes and buildings of commercial and civic importance have been preserved and rehabilitated.

## 5.10.2 Land Use and Planning

Designated land uses are summarized from the Northeast Community Plan and the City of Los Angeles General Plan for the neighborhood of Eagle Rock. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.10.2.1 Existing Land Uses

The existing land uses in the neighborhood of Eagle Rock are illustrated on Figure 5.10-1. The acreage and percentage of existing land uses in the neighborhood of Eagle Rock are shown in Table

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<sup>1</sup> Eagle Rock Neighborhood Council, History of Eagle Rock, <http://www.eaglerockcouncil.org/eagle-rock-community/history-of-eagle-rock/>, accessed July 10, 2013.

<sup>2</sup> Eagle Rock Valley Historical Society, Important Dates in Eagle Rock History, <http://www.eaglerockhistory.org/timeline.html>, accessed July 10, 2013.

<sup>3</sup> Eagle Rock Valley Historical Society, A Short History of Eagle Rock, <http://www.eaglerockhistory.org/timeline.html>, accessed July 10, 2013.

<sup>4</sup> City of Los Angeles, Northeast Los Angeles Community Plan, Community Background, p. I-3 and I-4. 1999.

<sup>5</sup> Ibid.

5.10.1. Table 5.10.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.10.1:  
**Eagle Rock Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	106.9	5
Industrial	19.8	1
Institutional	103.4	5
Mixed Commercial	14.6	1
Open Space and Recreation	0.3	0
Other	7.5	0
Public	186.0	10
Residential	1,298.5	67
Transportation and Utilities	7.9	0
Vacant	206.7	11
<b>Total</b>	<b>1,951.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.10.1, residential uses are the primary land use in Eagle Rock, comprising approximately 67 percent of the land within the community. As shown on Figure 5.10-1 and described in Table 5.10.1, approximately 206.7 ac (11 percent) of the land in the neighborhood of Eagle Rock are vacant, the majority of which consists of undevelopable hillsides.

### 5.10.2.2 General Plan Land Uses

General Plan land use designations for the City of Los Angeles, which guide future development in the neighborhood of Eagle Rock, are illustrated on Figure 5.10-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of Los Angeles and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 214 ac of vacant land in the Eagle Rock neighborhood, approximately 109 ac are designated for single-family residential uses, 96 ac are designated for local parks, open space, and recreation uses, and 3.6 ac are designated for public facility uses. The remaining 5 ac of vacant land are designated for multifamily residential, commercial/office, and industrial uses.

### 5.10.2.3 Adopted Goals and Policies

The following excerpted goals and policies from the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan are relevant to the SR 710 North Study.

#### General Plan Transportation Element (1997)

- **Objective 2:** Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

- **Policy 2.2:** Cooperate with regional agencies to establish regionwide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.
- **Policy 2.5:** Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work purpose destinations.
- **Policy 2.14:** Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.
- **Policy 2.16:** Promote the expansion of express and local bus service in priority corridors not served by the funded rail system, so as to reduce congestion along congested corridors.
- **Policy 2.22:** Establish priority corridors for Transportation System Management (TSM) improvements, including Automated Traffic Surveillance and Control (ATSAC) systems, Smart Corridors, and other strategies.
- **Policy 2.26:** Maximize arterial street peak hour capacity through removal of curb parking during peak hours where such removal creates an additional travel and /or bus lane.
- **Policy 2.29:** Consider highway infrastructure investments primarily along severely congested corridors.
- **Policy 2.33:** Continue incremental completion of the Highways and Freeways system, as shown in Maps A1 and A2–A6 [i.e., the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element], and as may be periodically modified by the designation of pedestrian priority street segments and transit priority streets.
- **Policy 2.34:** Consider the construction of new highway segments and strategic roadway widening only after the implementation of appropriate Demand Management and System Management measures.
- **Objective 10:** Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school children travel.
  - **Policy 10.1:** Implement the updated and revised 1996 City Bicycle Plan
  - **Policy 10.2:** Continue completion of the Highways and Freeways system utilizing the cross sections present in Chapter VI of this element [i.e., the Street Designations and Standards chapter of the City of Los Angeles General Plan Transportation Element], which provide for wider sidewalks/parkways along arterial streets, and link implementation of streetscape guidelines to street widening projects.
  - **Policy 10.5:** Ensure that sidewalks along all designated major and secondary highways are maintained at a minimum ten (10)-foot width pending full dedication and improvement of these streets to the standards set forth in this Element.

### Northeast Los Angeles Community Plan (1999)

- **Goal 10:** A system of freeways, highways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.



- **Objective 10-1:** To comply with Citywide performance standards for acceptable levels of service and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
- **Goal 11:** Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
  - **Objective 11-1:** To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.
    - **Policy 11-1.1:** Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Northeast Los Angeles plan area.
    - **Policy 11-1.2:** Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
  - **Objective 11-2:** To increase the works trips and non-work trips made on public transit.
    - **Policy 11-2.2:** Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.

In addition to the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan, the Colorado Boulevard Specific Plan, which was adopted by the City of Los Angeles City Council in 1992, ensures that future development in Eagle Rock along Colorado Boulevard between SR 2 and Holbrook Street occurs in a manner compatible with the surrounding residential community and the capacity of the circulation system. None of the goals and policies in the Colorado Boulevard Specific Plan are relevant to the SR 710 North Study with respect to potential improvements along Colorado Boulevard in Eagle Rock.

#### 5.10.2.4 Development Trends and Growth

The neighborhood of Eagle Rock is part of the City of Los Angeles. As of 2010<sup>1</sup>, the City of Los Angeles had 3,792,621 residents.

Eagle Rock is primarily a built-out neighborhood. While the Northeast Los Angeles Community Plan (1999) and the Colorado Boulevard Specific Plan (1997) contain policies to promote quality development within Eagle Rock, the neighborhood has very little vacant land available for new development (refer to Figure 5.10-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of Los Angeles increased by 6.0 percent, from 3,485,398 to 3,694,742. Between 2000 and 2010, the City's population increased by 2.6 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 4,320,600 by 2035. Table 5.10.2 provides the growth projections (population, households, and employment) for the City of Los Angeles from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.10.2, the City of

<sup>1</sup> United States Census Bureau, 2010 Census data, Arroyo Seco, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments, City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

TABLE 5.10.2:  
**Los Angeles Growth Trends**

	2008	2020	2035	Projected 2008– 2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Los Angeles</b>				
Population	3,770,500	3,991,700	4,320,600	14.6%
Households	1,309,900	1,455,700	1,626,600	24.2%
Employment	1,735,200	1,817,700	1,906,800	9.9%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

Los Angeles is projected to experience less population and employment growth and more household growth than the County overall over the next two decades.

### 5.10.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant Census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the neighborhood of Eagle Rock and the 11 census tracts inside its boundaries (refer to Figure 5.10-3 for the location of these census tracts).

#### 5.10.3.1 Race and Ethnicity

Table 5.10.3 shows the racial and ethnic composition of the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2010 Census data). As shown in Table 5.10.3, racial minorities comprise a slightly larger share (50.3 percent) of the Eagle Rock neighborhood’s population than the County overall (49.7 percent). Asians comprise 25.4 percent of the population of the neighborhood, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the 11 census tracts in the neighborhood of Eagle Rock vary somewhat, racial minorities account for approximately 41 to 69 percent of the population in those census tracts. In Eagle Rock, 6 of the 11 census tracts have a higher percentage of racial minorities than the County.

Table 5.10.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2010 Census data). As shown in Table 5.10.4, Hispanics/Latinos comprise a smaller share (41.1 percent) of the Eagle Rock neighborhood’s population than the County overall (47.7 percent). Table 5.10.4 also shows that Hispanics/Latinos comprise between approximately 28 and 66 percent of the population in the 11 census tracts in Eagle Rock. Although the community’s Hispanic/Latino population is lower than the County overall, 3 of the 11 census tracts in Eagle Rock have a higher percentage of Hispanics/Latinos than the County.

TABLE 5.10.3:  
Eagle Rock Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Los Angeles	49.8%	<b>9.6%</b>	0.7%	11.3%	0.1%	<b>23.8%</b>	<b>50.2%</b>
Eagle Rock	49.7%	2.2%	<b>0.8%</b>	<b>25.4%</b>	0.1%	16.5%	<b>50.3%</b>
<b>Census Tracts in Eagle Rock</b>							
1810	<b>59.2%</b>	1.7%	0.7%	<b>26.2%</b>	0.1%	7.1%	40.8%
1813	48.6%	2.5%	0.6%	<b>30.6%</b>	0.1%	12.3%	<b>51.4%</b>
1814	46.3%	2.6%	0.7%	<b>30.2%</b>	0.0%	15.1%	<b>53.7%</b>
1815	<b>52.4%</b>	1.6%	<b>0.8%</b>	<b>21.6%</b>	0.1%	17.4%	47.6%
1816	<b>55.1%</b>	2.3%	<b>0.8%</b>	<b>20.6%</b>	0.2%	14.9%	44.9%
1832.21	<b>52.2%</b>	3.1%	<b>1.8%</b>	8.5%	0.2%	<b>28.3%</b>	47.8%
1832.22	<b>51.7%</b>	3.0%	<b>0.8%</b>	<b>18.5%</b>	0.1%	19.5%	48.3%
1834.01	47.3%	1.6%	0.5%	<b>19.2%</b>	0.2%	<b>25.8%</b>	<b>52.7%</b>
1834.02	41.5%	2.0%	0.5%	<b>32.6%</b>	0.2%	18.9%	<b>58.5%</b>
1861	49.0%	1.6%	0.5%	<b>30.5%</b>	0.2%	12.5%	<b>51.0%</b>
1862.01	31.0%	2.4%	<b>0.8%</b>	<b>37.8%</b>	0.0%	<b>23.5%</b>	<b>69.0%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races

TABLE 5.10.4:  
Eagle Rock Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/ Latino Population <sup>2</sup>	Owner- Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit- Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Los Angeles	<b>50.2%</b>	<b>48.5%</b>	38.2%	10.5%	2.81	29.7%	37.1%
Eagle Rock	<b>50.3%</b>	41.1%	<b>52.2%</b> <sup>5</sup>	<b>13.1%</b> <sup>5</sup>	2.81 <sup>5</sup>	21.1% <sup>5</sup>	<b>48.1%</b> <sup>5</sup>
<b>Census Tracts in Eagle Rock</b>							
1810	40.8%	27.6%	<b>71.6%</b>	<b>19.0%</b>	2.75	3.6%	<b>56.9%</b>
1813	<b>51.4%</b>	33.3%	<b>68.4%</b>	<b>16.0%</b>	2.69	17.4%	<b>58.9%</b>
1814	<b>53.7%</b>	35.7%	32.1%	<b>14.7%</b>	2.49	<b>25.7%</b>	32.1%
1815	47.6%	42.2%	<b>71.5%</b>	<b>12.3%</b>	2.84	11.7%	<b>60.7%</b>
1816	44.9%	36.6%	<b>47.9%</b>	7.4%	2.89	14.9%	<b>46.6%</b>
1832.21	47.8%	<b>66.1%</b>	<b>54.1%</b>	9.4%	<b>3.03</b>	<b>27.6%</b>	<b>52.0%</b>
1832.22	48.3%	<b>49.2%</b>	<b>54.0%</b>	<b>15.4%</b>	2.69	15.3%	<b>56.6%</b>
1834.01	<b>52.7%</b>	<b>61.5%</b>	<b>51.1%</b>	10.5%	<b>3.12</b>	<b>30.2%</b>	<b>53.8%</b>
1834.02	<b>58.5%</b>	47.0%	32.5%	<b>11.3%</b>	<b>3.00</b>	<b>35.0%</b>	28.4%
1861	<b>51.0%</b>	35.0%	<b>62.4%</b>	<b>14.9%</b>	2.68	12.4%	<b>49.2%</b>
1862.01	<b>69.0%</b>	42.3%	28.3%	<b>13.5%</b>	2.73	<b>38.6%</b>	33.9%

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Average of the census tracts within the neighborhood of Eagle Rock.

ACS = American Community Survey

### 5.10.3.2 Housing Occupancy

Table 5.10.4 provides the percentage of owner-occupied residences in the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2010 Census data). As shown in Table 5.10.4, the percentage of owner-occupied residences in Eagle Rock (52.2 percent) is higher than the County overall (47.7 percent). Table 5.10.4 also shows that between approximately 28 and 72 percent of the residences in the 11 census tracts in the neighborhood of Eagle Rock are owner-occupied, and that 8 of the 11 census tracts in the neighborhood have a higher percentage of owner-occupied residences than the County overall.

### 5.10.3.3 Elderly Residents

Table 5.10.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2010 Census data). As shown in Table 5.10.4, elderly residents comprise a slightly larger share (13.1 percent) of the Eagle Rock neighborhood's population than the County overall (10.9 percent). Table 5.10.4 also shows that elderly residents comprise between approximately 7 and 19 percent of the population in the 11 census tracts in Eagle Rock, and that 8 of the 11 census tracts in the neighborhood have a higher percentage of elderly residents than the County overall.

### 5.10.3.4 Household Size

Table 5.10.4 shows the average household size in the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2010 Census data). As shown in Table 5.10.4, the average household size in the neighborhood of Eagle Rock (2.81 persons) is slightly smaller than the County overall (2.98 persons). Table 5.10.4 also shows that the average household size in the 11 census tracts in Eagle Rock ranges from 2.49 to 3.12 persons per household, and that 3 of the 11 census tracts in the neighborhood have a larger average household size than the County overall.

### 5.10.3.5 Transit Dependency

Table 5.10.4 shows the percentage of transit-dependent population in the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2007–2011 ACS data). As shown in Table 5.10.4, the transit-dependent population comprises a smaller share (21.1 percent) of the neighborhood of Eagle Rock's population than the County overall (25.2 percent). Table 5.10.4 also shows that the transit-dependent population in the 11 census tracts in Eagle Rock ranges from approximately 4 to 39 percent of the population, and that 5 of the 11 census tracts in the neighborhood have a higher percentage of transit-dependent residents than the County overall.

### 5.10.3.6 Housing Tenure

Table 5.10.4 also shows the percentages of the populations in the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.10.4, long-term residents comprise a larger share (48.1 percent) of the neighborhood of Eagle Rock's population than the County overall (39.6 percent). Table 5.10.4 also shows that the percentage of long-term residents in the 11 census tracts in the neighborhood of Eagle Rock ranges from approximately 28 to 61 percent of the population,

and that 8 of the 11 census tracts in the neighborhood have a higher percentage of long-term residents than the County overall.

### 5.10.3.7 Summary

As shown in Table 5.10.4 and described above, the neighborhood of Eagle Rock has a higher percentage of racial minorities, owner-occupied residences, elderly residents, and long-term residents than the County overall. Further, Table 5.10.4 shows that all 11 of the census tracts in Eagle Rock exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, 10 of the 11 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the neighborhood of Eagle Rock appears to exhibit a high degree of community cohesion.

## 5.10.4 Economic Conditions

### 5.10.4.1 Business Sector

Table 5.10.5 shows employment percentages by economic sectors for the City of Los Angeles and the County. As shown in Table 5.10.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of Los Angeles, at 19.2 percent. Professional and Technical Services is the second largest industry sector in the City of Los Angeles.

TABLE 5.10.5:  
**Los Angeles Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Los Angeles
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.4%
Construction	6.0%	6.5%
Manufacturing	11.2%	9.5%
Wholesale Trade	3.7%	3.0%
Retail Trade	10.6%	10.3%
Transportation, Warehousing, and Utilities	5.2%	4.1%
Information	4.4%	5.8%
Finance and Insurance	6.7%	6.7%
Professional and Technical Services	12.1%	13.4%
Education, Health, and Social Services	20.2%	19.2%
Public Administration	3.4%	2.5%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	11.4%
Other	6.1%	7.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

### 5.10.4.2 Employment and Income

Table 5.10.6 provides information regarding the civilian labor force in the City of Los Angeles, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.10.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 1,734,500

TABLE 5.10.6:  
**Los Angeles Employment**

Employment Status	City of Los Angeles	Los Angeles County	State of California
Civilian Labor Force	1,955,100	4,996,600	18,655,700
Employed	1,734,500	4,486,400	17,005,900
Unemployed	220,600	510,200	1,649,900
Unemployment Rate	11.3%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>. Site accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf). Site accessed November 4, 2013.

persons employed in the civilian labor force in the City, and 220,600 persons (approximately 11.3 percent) were unemployed. The City of Los Angeles' unemployment rate is higher than those of both the County (10.2 percent) and the State (8.8 percent).

Table 5.10.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Los Angeles, the neighborhood of Eagle Rock, and the 11 census tracts in Eagle Rock (based on 2007–2011 ACS data). As shown in Table 5.10.7, the neighborhood of Eagle Rock's median household income (\$62,058) is higher than the County overall (\$56,266). Table 5.10.7 also shows that the median household income in the 11 census tracts in the neighborhood of Eagle Rock ranges from \$44,167 to \$82,453, and that 4 of the 11 census tracts in the neighborhood have a lower median household income than the County.

 TABLE 5.10.7:  
**Eagle Rock Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Los Angeles	<b>\$50,028</b>	<b>20.2%</b>
Eagle Rock	\$62,058 <sup>3</sup>	11.7% <sup>3</sup>
Census Tracts in Eagle Rock		
1810	\$68,864	12.6%
1813	\$82,453	8.7%
1814	\$61,274	<b>18.2%</b>
1815	\$69,429	6.2%
1816	\$61,786	7.8%
1832.21	\$64,539	12.4%
1832.22	<b>\$44,167</b>	14.0%
1834.01	<b>\$50,078</b>	11.7%
1834.02	<b>\$55,905</b>	<b>16.4%</b>
1861	\$77,390	5.1%
1862.01	<b>\$46,750</b>	15.2%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Average of the census tracts within the neighborhood of Eagle Rock.

Table 5.10.7 also shows that persons living below the poverty level comprise a slightly smaller share (11.7 percent) of the neighborhood of Eagle Rock's population than the County overall (16.3 percent). Table 5.10.7 also shows that the percentage of persons living below the poverty level in the 11 census tracts in the neighborhood of Eagle Rock ranges from approximately 5 to 18 percent

of the population, and that 2 of the 11 census tracts in the neighborhood have a higher percentage of persons living below the poverty level than the County overall.

### 5.10.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Los Angeles had 1,492,099 primary jobs, 7,115 of which were located in the neighborhood of Eagle Rock. The United States Census Bureau's LEHD Program defines a primary job as the job that earned an individual the most money.

The neighborhood of Eagle Rock includes four main business districts: (1) the Colorado Boulevard Corridor (between SR 2 and Holbrook Street); (2) the Eagle Rock Boulevard Corridor (between the southern border of the neighborhood and Colorado Boulevard); (3) the York Boulevard Corridor (between Eagle Rock Boulevard and Avenue 47); and (4) the Figueroa Street Corridor (between the southern border of the neighborhood and SR 134). All four of these business districts are within 0.5 mi of the project's Build Alternatives.

### 5.10.4.4 Property Tax

The base property tax rate in the City of Los Angeles is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Los Angeles, the average additional debt service is 0.27 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of Los Angeles totaled approximately \$1.0 billion,<sup>2</sup> with a total assessed value of \$441.5 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 23.2 percent<sup>4</sup> of the 1.0 percent property tax collected is retained by the City of Los Angeles's General Fund.

The total assessed value of the Eagle Rock community was \$2.7 billion.<sup>5</sup> The estimated property tax collected during FY 2012–2013 is \$33.7 million, with \$7.8 million retained by the City of Los Angeles General Fund.

### 5.10.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Los Angeles is 9.0 percent, 0.75 percent of which is allocated to the City of Los Angeles for public services.<sup>6</sup> The 100,336 permitted sales tax-producing businesses<sup>7</sup> in the City of Los Angeles generated approximately \$37.9 billion in taxable sales in 2011.<sup>8</sup> The City of Los Angeles average total taxable sales revenue per permit in 2011 was \$377,309, approximately \$2,830 of which was distributed to the General Fund (0.75 percent). Table 5.10.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales tax-generating businesses in the City of Los Angeles in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

TABLE 5.10.8:  
**Taxable Sales in the City of Los Angeles by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/ Permit
Motor Vehicle and Parts Dealers	3,066	\$3,224,150	\$1,051,582
Home Furnishings and Appliances	4,508	\$1,609,905	\$357,122
Building Material and Garden Equipment	1,310	\$1,834,117	\$1,400,089
Food and Beverage Stores	3,614	\$2,199,481	\$608,600
Gasoline Stations	778	\$4,952,984	\$6,366,304
Clothing and Accessories Stores	10,244	\$2,715,953	\$265,126
General Merchandise Stores	2,235	\$2,660,830	\$1,190,528
Food Services and Drinking Places	10,508	\$6,049,187	\$575,674
Other Retail Group	29,222	\$3,599,674	\$123,184
<b>Total Retail and Food Services</b>	<b>65,485</b>	<b>\$28,846,283</b>	
<b>Average Taxable Sales/Permit for Retail and Food Services</b>			<b>\$440,502</b>
All Other Outlets	34,851	\$9,011,361	\$258,568
<b>Total All Outlets</b>	<b>100,336</b>	<b>\$37,857,643</b>	
<b>Average Taxable Sales/Permit for All Outlets</b>			<b>\$377,309</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

#### 5.10.4.6 Existing Access

The major east-west arterials in the neighborhood of Eagle Rock include: Colorado Boulevard, Yosemite Drive, and York Boulevard. The major north-south arterials in the neighborhood of Eagle Rock include Eagle Rock Boulevard and Figueroa Street. Residents of Eagle Rock have access to SR 134 in the northern portion of the community via the Figueroa Street interchange. Residents of Eagle Rock also have access to SR 2 in the western portion of the community via the Colorado Boulevard interchange.

### 5.10.5 Community Services, Facilities, and Utilities

#### 5.10.5.1 Police, Fire and Library Facilities

##### Police Protection

Police protection services in the City of Los Angeles, including the neighborhood of Eagle Rock, are provided by the Los Angeles Police Department (LAPD). The Northeast Community Police Station in Glassell Park serves the neighborhood of Eagle Rock. The LAPD does not operate any police stations in Eagle Rock.

##### Fire Protection

The Los Angeles Fire Department (LAFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Los Angeles, including the neighborhood of Eagle Rock. Figure 5.10-4 shows the locations of the two fire stations staffed by the LAFD in Eagle Rock: Fire Station No. 42, located at 2021 Colorado Boulevard, and Fire Station No. 55, located at 4455 East York Boulevard. Both of these fire stations are within 0.5 mi of one or more of the project's Build Alternatives.



## Libraries

Eagle Rock is served by the Eagle Rock Branch of the City of Los Angeles Public Library located at 5027 Casper Avenue. Figure 5.10-4 shows the location of the Eagle Rock Branch Library in Eagle Rock. The Eagle Rock Branch Library is within 0.5 mi of the project’s Build Alternatives.

### 5.10.5.2 Other Community Facilities

#### Hospitals

There are no hospitals located within Eagle Rock.

#### Places of Worship

Places of worship offer additional community gathering areas in Eagle Rock. Figure 5.10-4 shows the locations of known places of worship in Eagle Rock.<sup>1</sup> Table 5.10.9 provides a list of the names and addresses of the known places of worship in Eagle Rock that are within 0.5 mi of one or more of the project’s Build Alternatives.

TABLE 5.10.9:  
**Places of Worship in Eagle Rock Within 0.5 Mile of Build Alternatives**

Name	Address
Eagle Rock Lutheran Church	5038 North Maywood Avenue
Eagle Rock Nazarene Church	2182 Fair Park Avenue
Eagle Rock Presbyterian Church	2182 Addison Way
Eagle Rock Seventh Day Adventist Church	2356 Merton Avenue
Gloria Baptist Church	2179 Yosemite Drive
Herrick Memorial Chapel	1600 Campus Road
Highland Park Full Gospel Church	6082 Buena Vista Terrace
Highland Park Seventh Day Adventist Church	5088 North Maywood Avenue
Pilgrim Holiness Church	1527 Hazelwood Avenue
Saint Barnabas Episcopal Church	5011 Caspar Avenue
Saint Dominic’s Church	2026 Merton Avenue

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

#### Homeless Services and Shelters

Celebrate Recovery at the Eagle Rock Seventh Day Adventist Church, located at 2322 Merton Avenue, provides homeless services in Eagle Rock. Figure 5.10-4 shows the location of Celebrate Recovery in Eagle Rock. Celebrate Recovery is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.10.5.3 Schools

#### Public Schools

The Los Angeles Unified School District (LAUSD) provides educational services to the residents who live in Eagle Rock. Figure 5.10-5 shows the locations of the public schools in Eagle Rock. Table 5.10.10 provides a list of the names, addresses, and operators of the public schools in Eagle Rock

<sup>1</sup> Additional places of worship are believed to be located throughout Eagle Rock; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

TABLE 5.10.10:  
**Public Schools in Eagle Rock Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
California Academy for Liberal Studies and Early College High School	7350 North Figueroa Street	LAUSD	9th–12th
Delevan Drive Elementary School	4168 West Avenue 42	LAUSD	K–6th
Eagle Rock Elementary School	2057 Fair Park Avenue	LAUSD	K–6th
Renaissance Arts Academy	1800 Colorado Boulevard	LAUSD	6th–12th
Rockdale Elementary School	1303 Yosemite Drive	LAUSD	K–6th
Toland Way Elementary School	4545 Toland Way	LAUSD	K–6th

Source: California Department of Education, Public Schools, 2012-2013, web site <http://www.cde.ca.gov/re/sd/>, accessed September 2013.

K = Kindergarten  
LAUSD = Los Angeles Unified School District

that are within 0.5 mi of the project’s Build Alternatives. Table 5.10.10 also provides information about the grades taught at each public school listed in the table.

### Private Schools

Eagle Rock has four private elementary and high schools. Figure 5.10-5 shows the locations of these private schools. Table 5.10.11 provides a list of the names, addresses, and operators of the private schools in Eagle Rock that are within 0.5 mi of the project’s Build Alternatives. Table 5.10.11 also provides information about the grades taught at each private school listed in the table.

TABLE 5.10.11:  
**Private Schools in Eagle Rock Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
American Montessori Preschool & Elementary	4475 Eagle Rock Boulevard	Private	K–8th
Saint Dominic Elementary	2005 Merton Avenue	Private	K–8th

Source: California Department of Education, Public Schools, 2012-2013, <http://www.cde.ca.gov/re/sd/>, accessed September 2013.

K = Kindergarten

### Colleges and Universities

Eagle Rock is the home of Occidental College, which is located at 1600 Campus Drive. Figure 5.10-5 shows the location of Occidental College in the community. Occidental College is within 0.5 mi of one or more of the project’s Build Alternatives.

#### 5.10.5.4 Parks, Community Centers, and Recreation Facilities

The City of Los Angeles operates and maintains five parks and two recreation centers in Eagle Rock. Figure 5.10-5 shows the locations of the parks, community centers, and recreational facilities in Eagle Rock. Table 5.10.12 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in Eagle Rock that are within 0.5 mi of the project’s Build Alternatives. Table 5.10.12 also provides information about the size and amenities of each park, community center, or recreational facility listed in the table.

TABLE 5.10.12:

**Parks, Community Centers, and Recreation Facilities in Eagle Rock Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Eagle Rock Recreation Center	1100 Eagle Vista Drive	City of Los Angeles	24.1	The park provides an auditorium, barbecue pits, baseball diamond (lighted/unlighted), basketball courts (lighted/indoor, unlighted/outdoor), children's play area, football field (unlighted), indoor gym (without weights), picnic tables, tennis courts (unlighted).
Lanark/Shelby Mini Park	Lanark Street & Shelby Place	City of Los Angeles	0.4	The park has a children's play area.
Richard Alatorre Park	Figueroa and SR 134	City of Los Angeles	1.8	The park provides picnic tables and walkways through a nature area.
Yosemite Recreation Center	1840 Yosemite Drive	City of Los Angeles	5.1	The center provides an auditorium, basketball courts (lighted/outdoor), children's play area, community room, handball courts (lighted), indoor gym (without weights), outdoor gym (without weights), picnic tables, and tennis courts (lighted).

Source 1: United States Parks Layer, Thomas Brothers 2009, Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Los Angeles, Department of Recreation and Parks, <http://www.laparks.org/dos/parks/parks.htm>, accessed September 2013.

SR 134 = State Route 134

### 5.10.5.5 Bikeways and Recreational Trails

Eagle Rock has several Class II (striped, on-street) and Class III (unstriped, on-street) bikeways, the locations of which are shown on Figure 5.10-5. The following bikeways are located within 0.5 mi of the Build Alternatives:

- Class II Bikeways
  - Eagle Rock Boulevard (between Westdale Avenue and York Boulevard)
  - York Boulevard (between Eagle Rock Boulevard and North Avenue 49)
- Class III Bikeways
  - Alumni Avenue (between York Boulevard and Campus Drive)
  - Campus Drive (between Alumni Boulevard and North Avenue 49)
  - Colorado Boulevard (between SR 2 and Patrician Way)
  - Eagle Rock Boulevard (between Colorado Boulevard and Westdale Avenue)

### 5.10.5.6 Transit Services

Within Eagle Rock, public transportation services are provided by Metro and the Los Angeles Department of Transportation Downtown Area Short Hop (LADOT DASH) service. Table 5.10.13 provides a list of the existing bus routes within Eagle Rock, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

**TABLE 5.10.13:  
 Existing Bus Service in Eagle Rock**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
81	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Figueroa Street	<ul style="list-style-type: none"> <li>Harbor Freeway Green Line Station</li> <li>Exposition Park</li> <li>Exposition Park/USC Expo Line Station</li> <li>Downtown LA</li> <li>Eagle Rock Plaza</li> </ul>	10	15
83	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	York Boulevard, Colorado Boulevard, Monte Vista Street, Marmion Way, Pasadena Avenue	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Southwest Museum</li> <li>Highland Park Recreation Center</li> <li>Occidental College</li> <li>Eagle Rock Plaza</li> </ul>	30	30
84	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Colorado Boulevard, Eagle Rock Boulevard, Figueroa Street, San Fernando Road	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Union Station</li> <li>Glassell Park Recreation Area</li> <li>Occidental College</li> <li>Eagle Rock Plaza</li> </ul>	20	20
180	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Colorado Boulevard, Lake Avenue	<ul style="list-style-type: none"> <li>Sierra Madre Villa Transportation Center</li> <li>Pasadena City College</li> <li>Eagle Rock Plaza</li> <li>Hollywood/Vine Red Line Station</li> <li>Glendale Galleria</li> <li>Glendale Transportation Center</li> </ul>	30	30-32
181	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Colorado Boulevard	<ul style="list-style-type: none"> <li>Sierra Madre Villa Transportation Center</li> <li>Pasadena City College</li> <li>Eagle Rock Plaza</li> <li>Hollywood/Vine Red Line Station</li> <li>Glendale Galleria</li> <li>Glendale Transportation Center</li> </ul>	30	30-32
685	Metro	Shuttle/Circulator	N-S	Mon.–Fri. <sup>2</sup>	Eagle Rock Boulevard, Verdugo Road	<ul style="list-style-type: none"> <li>Glendale College</li> <li>Eagle Rock Plaza</li> <li>Occidental College</li> <li>Glassell Park Recreation Area</li> </ul>	30	30
HP	LADOT DASH	Local	E-W	Mon.–Sat. <sup>3</sup>	Colorado Boulevard, Townsend Avenue, North Avenue 51, York Boulevard, North Avenue 54, North Figueroa Street, Chestnut Avenue	<ul style="list-style-type: none"> <li>Glendale Adventist Medical Center</li> <li>Eagle Rock Plaza</li> <li>Highland Park Gold Line Station</li> </ul>	20	20

Source 1: Metro, Maps and Time Tables, site: <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Los Angeles Department of Transportation, DASH Routes, site: <http://www.ladottransit.com/dash/>, accessed February 13, 2013.

<sup>1</sup> June 23, 2013.

<sup>2</sup> December 16, 2012.

<sup>3</sup> July 1, 2013.

E = East

Fri. = Friday

HP = Highland Park/Eagle Rock Route

LA = Los Angeles

LADOT DASH = Los Angeles Department of Transportation Downtown Area Short Hop

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sat. = Saturday

Sun. = Sunday

USC = University of Southern California

W = West

### 5.10.5.7 Utilities

Table 5.10.14 provides a list of the utility service providers in the neighborhood of Eagle Rock.

TABLE 5.10.14:  
**Eagle Rock Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	City of Los Angeles Department of Water and Power
Gas	Southern California Gas Company
Sewer	City of Los Angeles Department of Public Works, Bureau of Sanitation
Solid Waste	City of Los Angeles Department of Public Works, Bureau of Sanitation
Telephone	Multiple Providers
Water	City of Los Angeles Department of Water and Power

Source: City of Los Angeles, Utilities, <http://cityofla.org/residents/Utilities/index.htm?laCategory=398>, accessed November 8, 2013.

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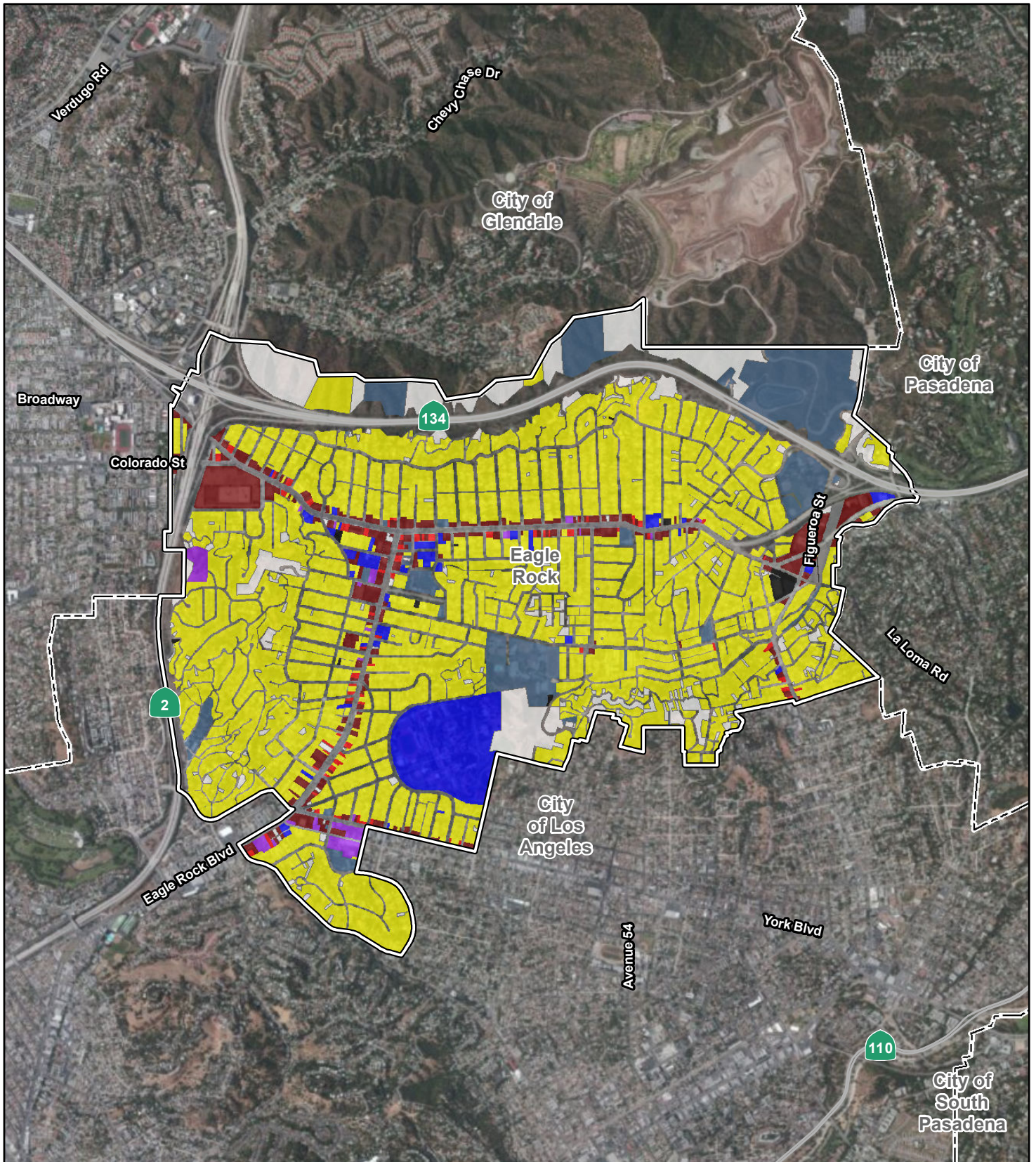
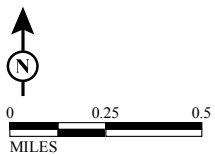


FIGURE 5.10-1

LEGEND

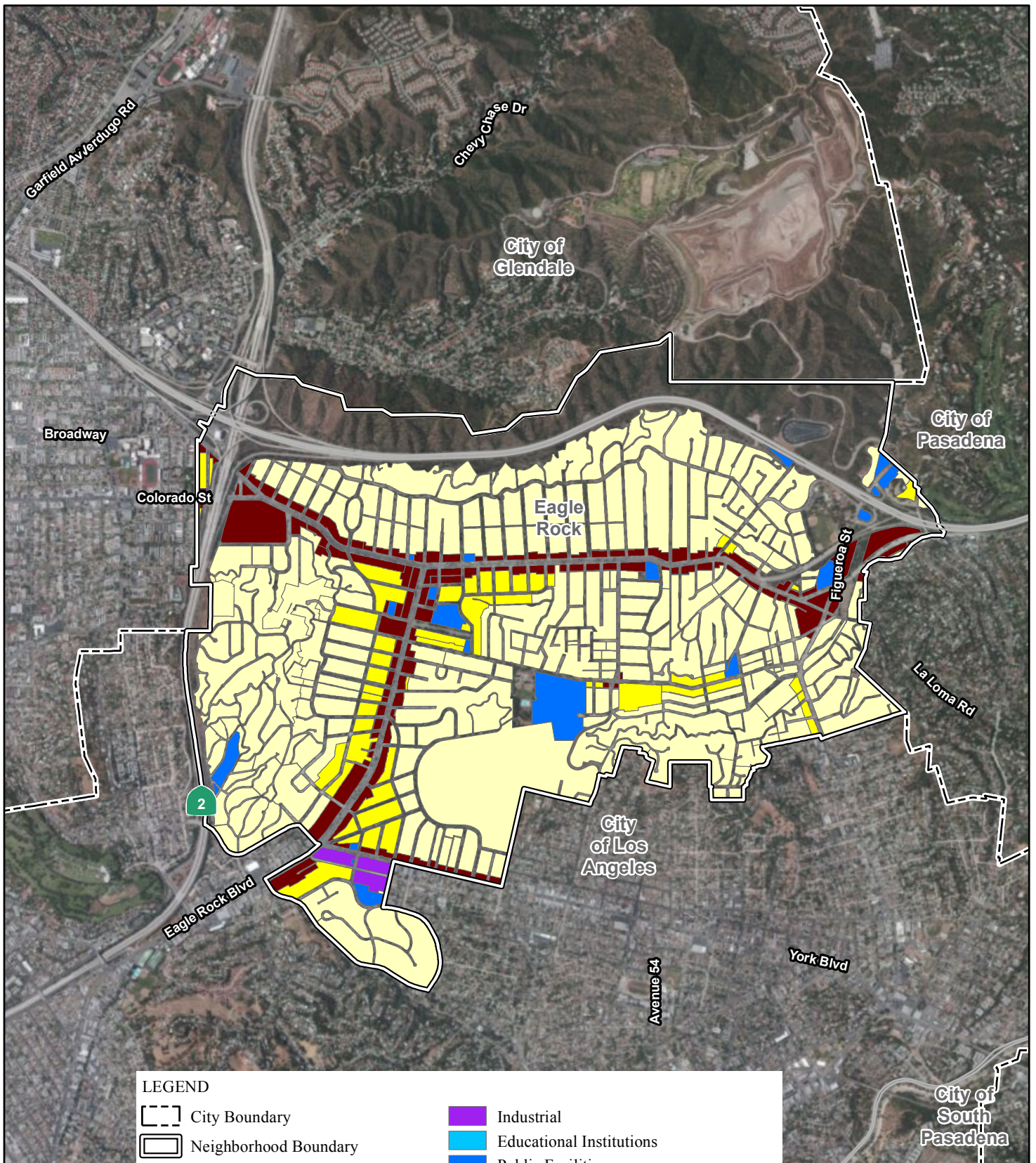
- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SR 710 North Study  
 Eagle Rock  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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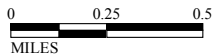


**LEGEND**

City Boundary	Industrial
Neighborhood Boundary	Educational Institutions
Single Family Residential	Public Facilities
Multi-Family Residential	Mixed Urban
Commercial/Office	Local Parks, Open Space, and Recreation
Mixed Commercial and Industrial	Cemeteries
	Transportation

FIGURE 5.10-2

SR 710 North Study  
 Eagle Rock  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
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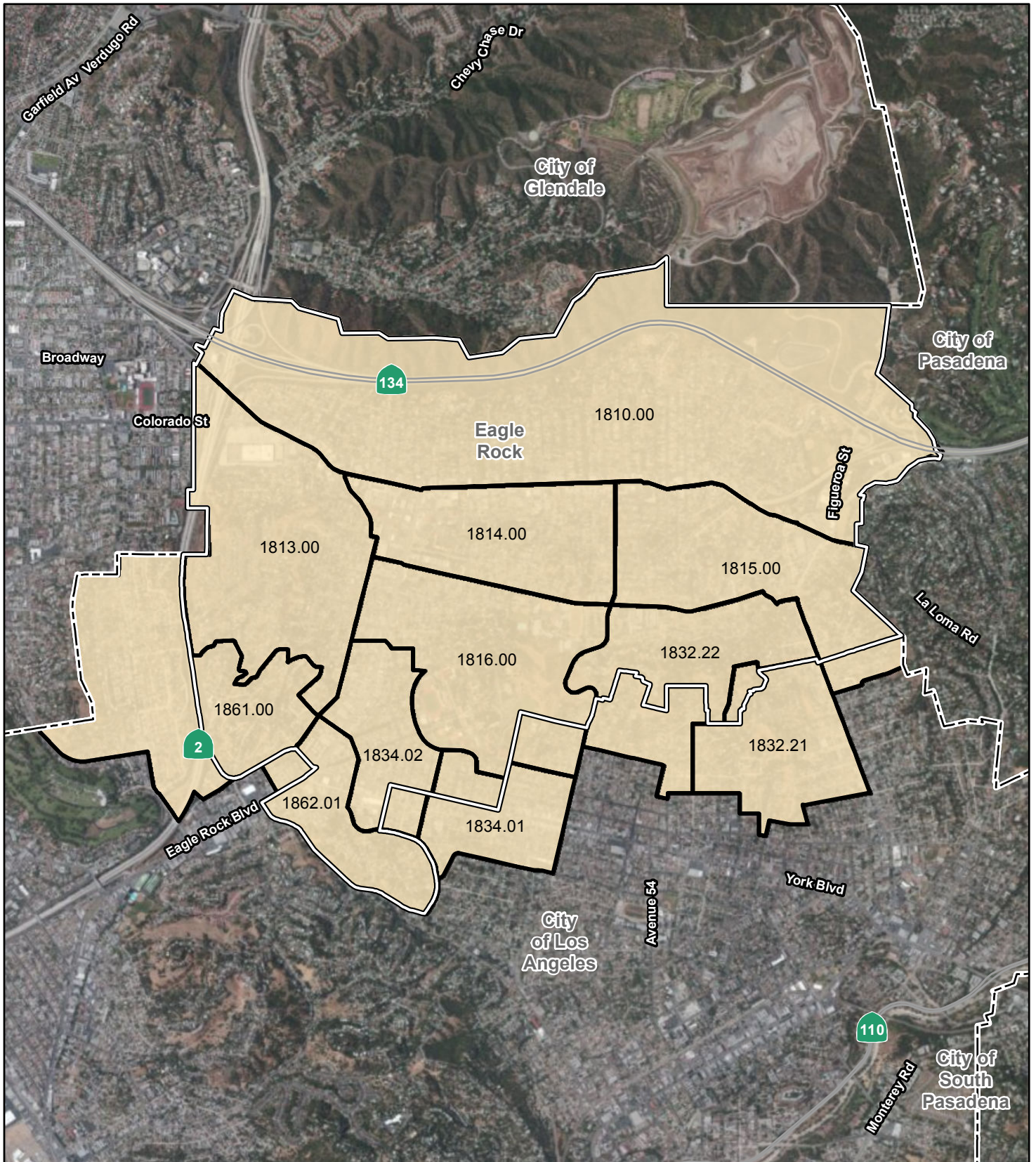



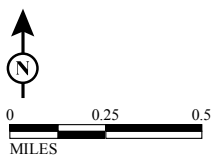


FIGURE 5.10-3

LEGEND

-  City Boundary
-  2010 Census Tract Boundary
-  Neighborhood Boundary

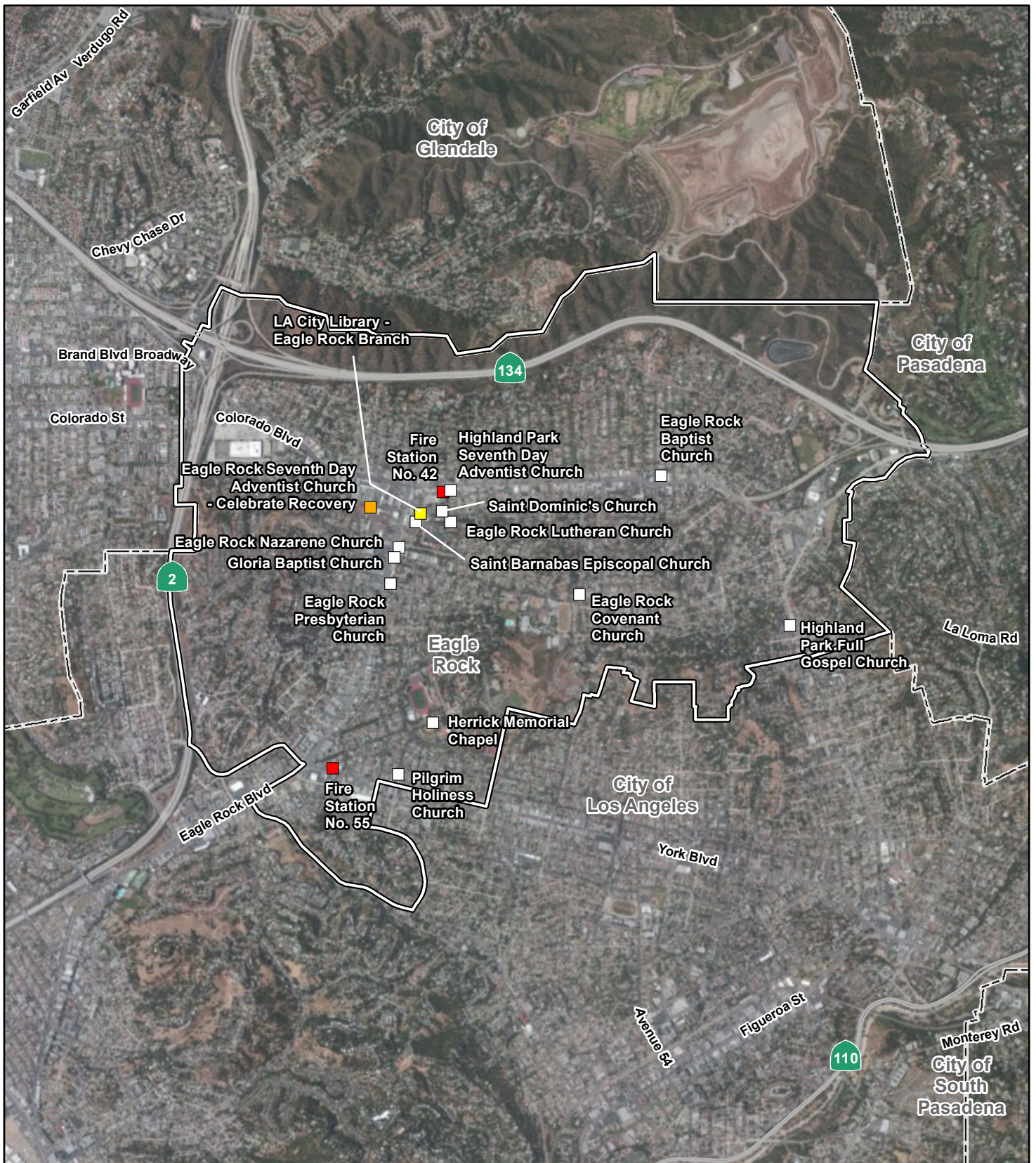


SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)

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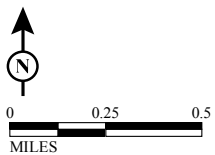
SR 710 North Study  
 Eagle Rock Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

- Fire Station
- Library
- Place of Worship
- Homeless Service
- City Boundary
- Neighborhood Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

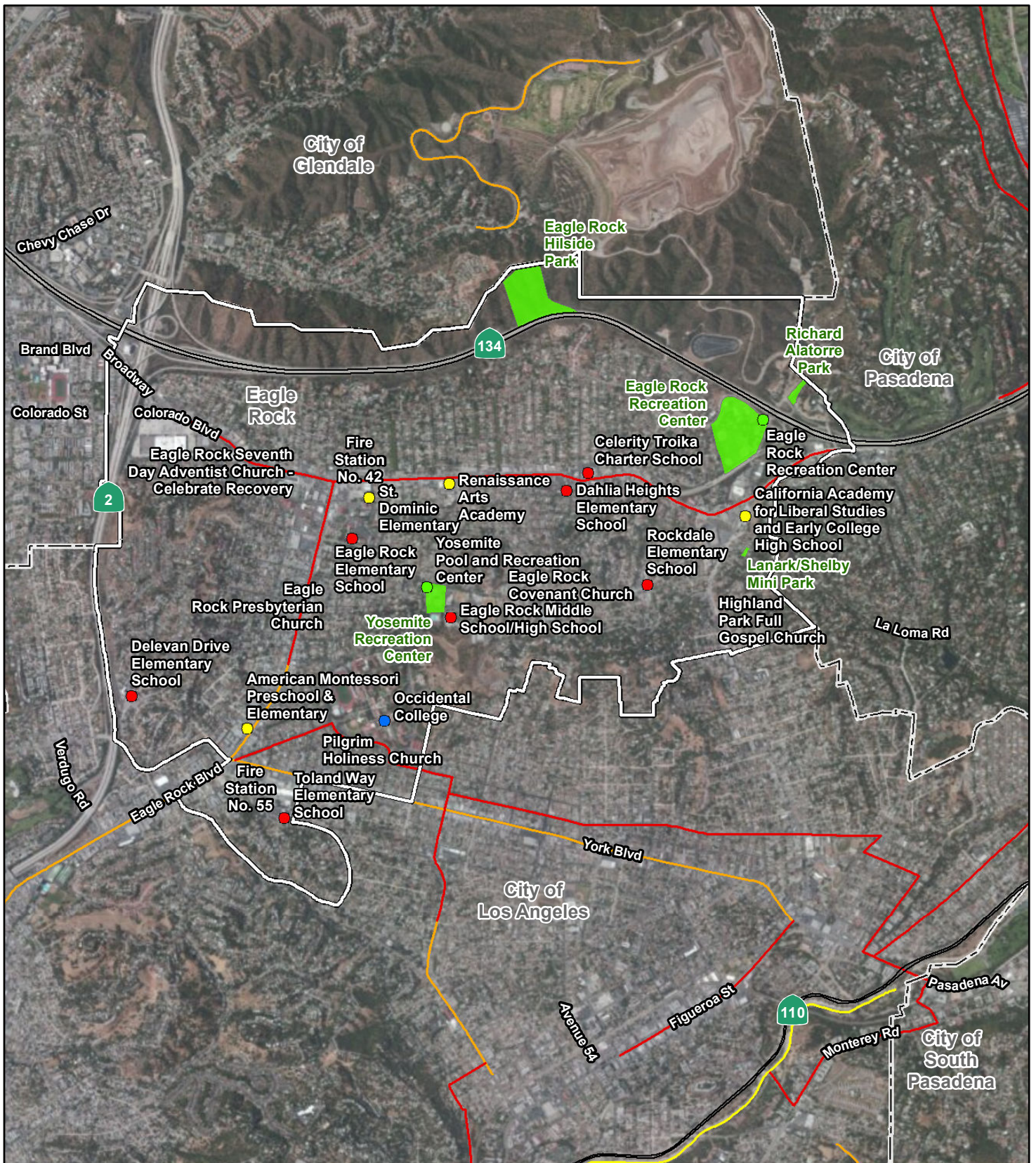
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FIGURE 5.10-4

SR 710 North Study  
Eagle Rock Community Services  
and Facilities

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

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LEGEND

- |                         |                     |                         |
|-------------------------|---------------------|-------------------------|
| ● Public School         | ■ Park              | ▭ Neighborhood Boundary |
| ● Private School        | — Class I Bikeway   | ▭ City Boundary         |
| ● College or University | — Class II Bikeway  |                         |
| ● Recreation Facility   | — Class III Bikeway |                         |

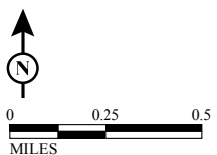


FIGURE 5.10-5

SR 710 North Study  
Eagle Rock Schools, Parks,  
and Recreation Facilities

07-LA-710 (SR 710)  
EA 187900  
EFIS 070000191

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## 5.11 East Los Angeles

### 5.11.1 Introduction

As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the unincorporated community of East Los Angeles correspond to those of the East Los Angeles CDP, an unincorporated area of Los Angeles County that has been delineated cooperatively by local officials and the United States Census Bureau for statistical purposes. The East Los Angeles CDP includes the community of City Terrace.

#### 5.11.1.1 Location

The unincorporated community of East Los Angeles is located in the southwest part of the study area for the SR 710 North Study, and is bordered by the City of Monterey Park to the northeast, the City of Montebello to the east, the City of Commerce to the south, and the City of Los Angeles to the north and west. The East Los Angeles CDP is approximately 7.5 sq mi in size. I-710 runs in a north-south direction through the center of East Los Angeles and divides the community in half. I-10, State Route 60 (SR 60), and I-5 run through the community in a general east-west direction. Figure 5.1-1, provided earlier, illustrates the location of the unincorporated community of East Los Angeles in the study area for the SR 710 North Study.

#### 5.11.1.2 History

The early history of East Los Angeles is similar to that of the City of Los Angeles, which was first inhabited by the Gabrielino Indians and then settled by the Spanish in 1769. Much of the land in the East Los Angeles area was divided between the Mission, San Gabriel de Archangel, the Pueblo of Los Angeles, and several ranchos. Antonio Lugo was given a land grant in Southern California for his military service during the establishment of the Franciscan Missions in 1771, and his son, Don Antonio Maria Lugo, developed a large area of his father's land holdings. Don Antonio Maria Lugo established his ranch and built an adobe house in the area now known as the City of Compton. Don Lugo named his ranch San Antonio Rancho.<sup>1</sup>

The area of East Los Angeles that was once part of the Lugo family holdings was bordered by the road to the San Gabriel Mission on the north, the old El Camino Real to the south, the Los Angeles River to the west, and the Rio Hondo River to the east. After the Mexican-American War in 1846, anti-Mexican sentiment grew in the City of Los Angeles, and Mexicans were pushed across the river to East Los Angeles as the City of Los Angeles grew. East Los Angeles remained mostly undeveloped for several years; however, rapid growth in the City of Los Angeles and the arrival of the railroad created a demand for labor, tradesmen, and housing, which drove property owners to develop East Los Angeles. By the late 1880s, the boom had peaked and several other groups began to settle in East Los Angeles and build homes, including African Americans and Italians. Several other groups followed, including Germans, the French, Russian Molokans, and Armenians. Chinese and Japanese families also settled in East Los Angeles, and by the 1930s Jewish families had also migrated to the area.

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<sup>1</sup> American Family Journey of Dreams, East L.A.: Past and Present, <http://www.pbs.org/americanfamily/eastla.html>, accessed July 26, 2013.

Several events in history resulted in some of these groups relocating, particularly during World War II, which brought many changes to East Los Angeles. By the 1960s, the Jewish community had essentially relocated and the Japanese community was hardly present. The Russian Molokans and other small, diverse groups were gone, and over time the Mexican-American community grew to become the largest Hispanic community in the United States.<sup>1</sup>

## 5.11.2 Land Use and Planning

Designated land uses are summarized from the County of Los Angeles General Plan and the East Los Angeles Community Plan. The General Plan was reviewed to understand the development trends, land use-related goals, and specific County policies that could affect or be affected by the proposed project.

### 5.11.2.1 Existing Land Uses

The existing land uses in the unincorporated community of East Los Angeles are illustrated on Figure 5.11-1. The acreage and percentage of existing land uses in the unincorporated community of East Los Angeles are shown in Table 5.11.1. Table 5.11.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

TABLE 5.11.1:  
**East Los Angeles Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	2.1	0
Commercial and Services	232.6	7
Industrial	172.2	5
Institutional	232.7	7
Mixed Commercial	51.7	1
Open Space and Recreation	0.3	0
Other	20.1	1
Public	487.7	14
Residential	2,185.3	62
Transportation and Utilities	44.5	1
Vacant	123.3	3
<b>Total</b>	<b>3,552.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.11.1, residential uses are the primary land use in the unincorporated community of East Los Angeles, comprising approximately 62 percent of the land within the community, followed by public uses (14 percent). As shown on Figure 5.11-1 and described in Table 5.11.1, approximately 123.3 ac (3 percent) of the land in the community are vacant.

### 5.11.2.2 General Plan Land Uses

General Plan land use designations for the County of Los Angeles, which guide future development in East Los Angeles, are illustrated on Figure 5.11-2. Because General Plan land uses reflect planned

<sup>1</sup> American Family Journey of Dreams, East L.A.: Past and Present, <http://www.pbs.org/americanfamily/eastla.html>, accessed July 26, 2013.

land use patterns within a jurisdiction's boundaries, they sometimes differ from the jurisdiction's existing land use patterns. General Plan land use data is based on the General Plan Land Use map published by the County of Los Angeles and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 123.3 ac of vacant land in East Los Angeles, approximately 36 ac are designated for multifamily residential uses, 29 ac are designated for single-family residential uses, and 28 ac are designated for public facility uses. The remaining 30 ac are designated for mixed commercial and industrial, mixed urban, industrial, and commercial/office uses.

### 5.11.2.3 Adopted Goals and Policies

The following excerpted objectives and policies from the County of Los Angeles General Plan are relevant to the SR 710 North Study.

- **Urban Form Policy (1980)**
  - **Policy 34:** Promote the development of an improved public transportation system to link regional centers.
- **Transportation Policy (1980)**
  - **Policy 48:** Emphasize development of an improved public transportation system that will support urban revitalization.
  - **Policy 50:** Support the development of a transportation system that will make a positive contribution to the improvement of air quality.
  - **Policy 51:** Promote the completion of gaps or missing segments in partially completed freeways.
  - **Policy 52:** Provide for more efficient multimodal use of the current freeway system.

The East Los Angeles Community Plan was adopted by the County Board of Supervisors in 1988 to establish a community plan that provided a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. Since improvements contemplated under the Bus Rapid Transit (BRT) and Light Rail Transit (LRT) Alternatives would be located within the East Los Angeles Community Plan area, the following goal and policy in the East Los Angeles Community Plan are relevant to the SR 710 North Study.

- **Physical Environment Goal:** To improve local transit and circulation.
- **Circulation and Transportation Policy:** Improve the local public transit to more closely serve the needs of the people.

### 5.11.2.4 Development Trends and Growth

East Los Angeles is primarily a built-out community. While the County's General Plan Land Use Element (1980) and the East Los Angeles Community Plan (1988) contain policies to promote quality development within East Los Angeles, the community has very little vacant land available for new development (refer to Figure 5.11-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of East Los Angeles decreased by 1.7 percent, from 126,379 to 124,283.<sup>1</sup> Between 2000 and 2010, the community’s population increased by 1.8 percent. Although SCAG prepared growth projections for the unincorporated areas of the County as part of its 2012 RTP Growth Forecast, SCAG did not prepare projections for each individual unincorporated area. Consequently, SCAG’s growth projections forecast growth anticipated to occur in East Los Angeles as well as the rest of unincorporated Los Angeles County. Table 5.11.2 provides the growth projections (population, households, and employment) for unincorporated Los Angeles County from 2008 to 2035 as compared to Los Angeles County as a whole. According to SCAG, the population of the unincorporated areas of Los Angeles County is forecast to increase from 1,052,800 in 2008 to 1,399,500 by 2035. As shown in Table 5.11.2, the County’s unincorporated areas are projected to experience considerably more population, household, and employment growth than the County overall over the next two decades; however, the majority of this forecast growth is anticipated to occur in the northern and High Desert regions of the County rather than in built-out areas like East Los Angeles.

TABLE 5.11.2:  
**East Los Angeles Growth Trends**

	2008	2020	2035	Projected 2008–2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>Unincorporated Los Angeles County</b>				
Population	1,052,800	1,159,100	1,399,500	32.9%
Households	298,100	336,100	405,500	36.0%
Employment	237,000	266,100	318,100	34.2%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.11.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant Census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the unincorporated community of East Los Angeles<sup>2</sup> and the 30 census tracts inside its boundaries (refer to Figure 5.11-3 for census tract locations).

#### 5.11.3.1 Race and Ethnicity

Table 5.11.3 shows the racial and ethnic composition of the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2010 Census data). As shown in Table 5.11.3, racial minorities comprise a slightly smaller share (49.5 percent) of the population in the unincorporated community of East Los Angeles than the County overall

<sup>1</sup> United States Census Bureau, 1990 Census of Population, General Population Characteristics, California, 1990 CP-1-6; U.S. Census Bureau 2000, Summary File 1; U.S. Census Bureau 2010, Summary File 1.

<sup>2</sup> Census data for the community of East Los Angeles is based upon data compiled for the East Los Angeles CDP.

TABLE 5.11.3:  
East Los Angeles Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
East Los Angeles	<b>50.5%</b>	0.6%	<b>1.2%</b>	0.9%	0.0%	<b>43.4%</b>	49.5%
<b>Census Tracts in East Los Angeles</b>							
5302.02	<b>60.0%</b>	0.7%	<b>1.9%</b>	5.8%	0.0%	<b>28.7%</b>	40.0%
5303.01	<b>57.0%</b>	0.4%	<b>0.8%</b>	1.2%	0.0%	<b>38.5%</b>	43.0%
5303.02	<b>53.5%</b>	0.6%	<b>1.1%</b>	1.3%	0.0%	<b>40.3%</b>	46.5%
5304 <sup>2</sup>	48.7%	1.5%	<b>1.4%</b>	18.7%	0.1%	<b>25.9%</b>	<b>51.3%</b>
5305	50.0%	0.4%	<b>1.5%</b>	0.5%	0.0%	<b>43.8%</b>	<b>50.0%</b>
5306.01	46.6%	0.5%	<b>1.3%</b>	2.4%	0.0%	<b>44.6%</b>	<b>53.4%</b>
5306.02	<b>54.8%</b>	1.5%	<b>1.8%</b>	3.8%	0.1%	<b>36.3%</b>	45.2%
5307	44.2%	0.9%	<b>1.5%</b>	1.7%	0.0%	<b>49.0%</b>	<b>55.8%</b>
5308.01	48.1%	0.8%	<b>1.7%</b>	1.4%	0.0%	<b>44.1%</b>	<b>51.9%</b>
5308.02	<b>50.6%</b>	1.2%	<b>1.3%</b>	2.0%	0.0%	<b>42.0%</b>	49.4%
5309.01	50.3%	0.8%	<b>0.9%</b>	0.8%	0.0%	<b>44.0%</b>	49.7%
5309.02	48.8%	0.5%	0.7%	2.6%	0.0%	<b>44.7%</b>	<b>51.2%</b>
5310	49.4%	0.6%	<b>1.1%</b>	0.9%	0.0%	<b>43.7%</b>	<b>50.6%</b>
5311.01	<b>53.2%</b>	0.6%	<b>0.9%</b>	0.5%	0.0%	<b>42.0%</b>	46.8%
5311.02	48.7%	1.0%	<b>1.3%</b>	0.5%	0.1%	<b>45.9%</b>	<b>51.3%</b>
5312.01	43.9%	0.6%	<b>1.0%</b>	0.3%	0.1%	<b>50.9%</b>	<b>56.1%</b>
5312.02	44.3%	0.6%	<b>0.9%</b>	0.3%	0.0%	<b>50.6%</b>	<b>55.7%</b>
5313.01	48.3%	0.8%	<b>1.5%</b>	0.1%	0.0%	<b>46.5%</b>	<b>51.7%</b>
5313.02	<b>51.7%</b>	0.7%	<b>1.0%</b>	0.2%	0.1%	<b>43.7%</b>	48.3%
5315.02	49.0%	0.7%	<b>1.2%</b>	0.3%	0.0%	<b>45.8%</b>	<b>51.0%</b>
5315.03	<b>51.3%</b>	0.2%	<b>0.9%</b>	0.4%	0.0%	<b>44.9%</b>	48.7%
5315.04	<b>51.9%</b>	0.4%	<b>1.1%</b>	0.2%	0.1%	<b>43.5%</b>	48.1%
5316.02	44.7%	0.4%	<b>1.6%</b>	0.2%	0.0%	<b>49.4%</b>	<b>55.3%</b>
5316.03	<b>50.7%</b>	0.4%	<b>1.1%</b>	0.3%	0.3%	<b>44.1%</b>	49.3%
5316.04	<b>51.8%</b>	0.4%	<b>1.5%</b>	0.4%	0.0%	<b>42.5%</b>	48.2%
5317.01	<b>52.3%</b>	0.5%	<b>1.2%</b>	0.2%	0.1%	<b>42.4%</b>	47.7%
5317.02	50.0%	0.7%	<b>1.3%</b>	0.5%	0.0%	<b>44.2%</b>	<b>50.0%</b>
5318	<b>55.1%</b>	0.6%	<b>2.1%</b>	0.4%	0.0%	<b>38.0%</b>	44.9%
5319.01	<b>58.3%</b>	0.6%	<b>1.0%</b>	0.7%	0.2%	<b>36.0%</b>	41.7%
5319.02	<b>51.7%</b>	0.7%	<b>1.0%</b>	0.2%	0.0%	<b>41.6%</b>	48.3%

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tract includes multiple jurisdictions.

(49.7 percent). Approximately 43 percent of the population of the community identifies as Some Other race compared to 22 percent of the County overall. Although the racial demographics of the 30 census tracts in the unincorporated community of East Los Angeles vary somewhat, racial minorities account for approximately 40 to 56 percent of the population in those census tracts. In East Los Angeles, 14 of the 30 census tracts have a higher percentage of racial minorities than the County.

Table 5.11.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2010 Census data). As shown in Table 5.11.4, Hispanics/Latinos comprise a considerably larger share (97.1 percent) of the population in the unincorporated community of East Los Angeles than the County overall (47.7 percent). Table 5.11.4 also shows

TABLE 5.11.4:  
East Los Angeles Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
East Los Angeles	49.5%	<b>97.1%</b>	35.7%	8.6%	<b>4.09</b>	<b>45.7%</b>	<b>44.7%</b>
<b>Census Tracts in East Los Angeles</b>							
5302.02	40.0%	<b>87.8%</b>	<b>67.6%</b>	<b>15.2%</b>	<b>3.33</b>	<b>31.2%</b>	<b>57.4%</b>
5303.01	43.0%	<b>97.0%</b>	41.9%	<b>11.3%</b>	<b>3.65</b>	<b>38.1%</b>	39.5%
5303.02	46.5%	<b>96.3%</b>	41.9%	10.7%	<b>3.68</b>	<b>40.0%</b>	<b>47.7%</b>
5304 <sup>5</sup>	<b>51.3%</b>	<b>76.6%</b>	38.7%	<b>16.6%</b>	<b>3.02</b>	<b>48.1%</b>	<b>48.8%</b>
5305	<b>50.0%</b>	<b>98.1%</b>	38.3%	<b>11.0%</b>	<b>3.98</b>	<b>46.3%</b>	<b>56.8%</b>
5306.01	<b>53.4%</b>	<b>95.0%</b>	<b>49.3%</b>	8.8%	<b>4.06</b>	<b>45.2%</b>	<b>40.1%</b>
5306.02	45.2%	<b>92.1%</b>	<b>62.2%</b>	10.3%	<b>4.17</b>	<b>32.5%</b>	<b>51.3%</b>
5307	<b>55.8%</b>	<b>95.2%</b>	45.9%	7.5%	<b>4.24</b>	<b>40.2%</b>	<b>52.3%</b>
5308.01	<b>51.9%</b>	<b>96.4%</b>	41.3%	6.8%	<b>4.44</b>	<b>48.6%</b>	<b>43.1%</b>
5308.02	49.4%	<b>95.0%</b>	<b>53.3%</b>	9.6%	<b>4.28</b>	<b>30.9%</b>	<b>42.4%</b>
5309.01	49.7%	<b>98.6%</b>	33.8%	7.1%	<b>4.60</b>	<b>43.3%</b>	<b>41.4%</b>
5309.02	<b>51.2%</b>	<b>95.7%</b>	31.8%	<b>12.8%</b>	<b>3.79</b>	<b>55.5%</b>	<b>52.5%</b>
5310	<b>50.6%</b>	<b>97.4%</b>	39.5%	8.6%	<b>4.31</b>	<b>39.1%</b>	<b>48.4%</b>
5311.01	46.8%	<b>97.6%</b>	29.9%	9.2%	<b>4.20</b>	<b>43.3%</b>	<b>46.6%</b>
5311.02	<b>51.3%</b>	<b>98.2%</b>	27.5%	9.6%	<b>4.04</b>	<b>55.4%</b>	38.0%
5312.01	<b>56.1%</b>	<b>97.8%</b>	31.1%	7.1%	<b>4.37</b>	<b>47.8%</b>	<b>41.0%</b>
5312.02	<b>55.7%</b>	<b>99.0%</b>	27.6%	6.2%	<b>4.35</b>	<b>55.3%</b>	<b>43.1%</b>
5313.01	<b>51.7%</b>	<b>98.6%</b>	27.4%	7.3%	<b>4.37</b>	<b>50.6%</b>	36.9%
5313.02	48.3%	<b>98.1%</b>	31.5%	6.2%	<b>4.49</b>	<b>50.0%</b>	<b>47.4%</b>
5315.02	<b>51.0%</b>	<b>98.0%</b>	27.1%	6.5%	<b>4.26</b>	<b>48.0%</b>	38.4%
5315.03	48.7%	<b>98.1%</b>	29.8%	6.9%	<b>4.25</b>	<b>55.9%</b>	34.9%
5315.04	48.1%	<b>97.3%</b>	34.2%	8.6%	<b>4.15</b>	<b>52.3%</b>	<b>41.9%</b>
5316.02	<b>55.3%</b>	<b>98.5%</b>	26.6%	8.7%	<b>3.98</b>	<b>43.8%</b>	<b>44.6%</b>
5316.03	49.3%	<b>97.7%</b>	35.6%	8.3%	<b>4.22</b>	<b>41.3%</b>	<b>54.6%</b>
5316.04	48.2%	<b>97.8%</b>	27.5%	8.9%	<b>3.99</b>	<b>57.4%</b>	<b>48.8%</b>
5317.01	47.7%	<b>97.8%</b>	36.2%	7.7%	<b>4.21</b>	<b>39.6%</b>	39.3%
5317.02	<b>50.0%</b>	<b>96.8%</b>	29.3%	8.4%	<b>3.80</b>	<b>42.0%</b>	<b>46.2%</b>
5318	44.9%	<b>96.8%</b>	35.5%	7.4%	<b>3.99</b>	<b>42.5%</b>	<b>48.0%</b>
5319.01	41.7%	<b>97.3%</b>	41.4%	8.9%	<b>3.92</b>	<b>42.5%</b>	<b>41.2%</b>
5319.02	48.3%	<b>97.1%</b>	<b>51.1%</b>	10.5%	<b>3.73</b>	<b>37.8%</b>	<b>52.5%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tract includes multiple jurisdictions.

ACS = American Community Survey

that Hispanics/Latinos comprise between approximately 77 and 99 percent of the population in the 30 census tracts in East Los Angeles. Each of the 30 census tracts in East Los Angeles has a higher percentage of Hispanics/Latinos than the County.

### 5.11.3.2 Housing Occupancy

Table 5.11.4, provides the percentage of owner-occupied residences in the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2010 Census data). As shown in Table 5.11.4, the percentage of owner-occupied residences in the unincorporated community of East Los Angeles (35.7 percent) is lower than the County overall (47.7 percent). Table 5.11.4 also shows that between approximately 27 and 68 percent of the residences in the 30 census tracts in East Los Angeles are owner-occupied, and that 5 of the 30 census tracts in the community have a higher percentage of owner-occupied residences than the County overall.

### 5.11.3.3 Elderly Residents

Table 5.11.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2010 Census data). As shown in Table 5.11.4, elderly residents comprise a slightly smaller share (8.6 percent) of the population in the unincorporated community of East Los Angeles than the County overall (10.9 percent). Table 5.11.4 also shows that elderly residents comprise between approximately 6 and 17 percent of the population in the 30 census tracts in East Los Angeles, and that 5 of the 30 census tracts in the community have a higher percentage of elderly residents than the County overall.

### 5.11.3.4 Household Size

Table 5.11.4 shows the average household size in the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2010 Census data). As shown in Table 5.11.4, the average household size in the unincorporated community of East Los Angeles (4.09 persons) is considerably larger than the County overall (2.98 persons). Table 5.11.4 also shows that the average household size in the 30 census tracts in East Los Angeles ranges from 3.02 to 4.60 persons per household, and that each of the 30 census tracts in the community has a larger average household size than the County overall.

### 5.11.3.5 Transit Dependency

Table 5.11.4 shows the percentage of the population that is transit-dependent in the County, the unincorporated community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2007–2011 ACS data). As shown in Table 5.11.4, the transit-dependent population comprises a considerably larger share (45.7 percent) of the unincorporated community of East Los Angeles's population than the County overall (25.2 percent). Table 5.11.4 also shows that the transit-dependent population in the 30 census tracts in East Los Angeles ranges from approximately 31 to 57 percent of the population, and that each of the 30 census tracts in the community has a higher percentage of transit-dependent residents than the County overall.

### 5.11.3.6 Housing Tenure

Table 5.11.4 also shows the percentages of the populations in the County, the unincorporated community of East Los Angeles, and the 30 census tracts in the community who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.11.4, long-term residents comprise a slightly larger share (44.7 percent) of the population in the unincorporated community of East Los Angeles than the County overall (39.6 percent). Table 5.11.4 also shows that the percentage of long-term

residents in the 30 census tracts in the unincorporated community of East Los Angeles ranges from approximately 35 to 57 percent of the population, and that 24 of the 30 census tracts in the community have a higher percentage of long-term residents than the County overall.

### 5.11.3.7 Summary

As shown in Table 5.11.4 and described above, the unincorporated community of East Los Angeles has a higher percentage of Hispanics/Latinos, transit-dependent residents, long-term residents, and a larger average household size than the County overall. Further, Table 5.11.4 shows that all 30 of the census tracts in East Los Angeles exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, all 30 of the census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the unincorporated community of East Los Angeles appears to exhibit a high degree of community cohesion.

## 5.11.4 Economic Conditions

### 5.11.4.1 Business Sector

Table 5.11.5 shows employment percentages by economic sectors for the unincorporated community of East Los Angeles and the County. As shown in Table 5.11.5, Education, Health and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Manufacturing (11.2 percent) and Professional and Technical Services (12.1 percent). Education, Health & Social Services is also the largest industry sector in the unincorporated community of East Los Angeles, at 16.8 percent. Manufacturing is the second largest industry sector in the unincorporated community of East Los Angeles.

TABLE 5.11.5:  
**East Los Angeles Employment by Economic Sector**

Economic Sector	Los Angeles County	East Los Angeles
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	1.1%
Construction	6.0%	9.9%
Manufacturing	11.2%	15.1%
Wholesale Trade	3.7%	5.6%
Retail Trade	10.6%	13.8%
Transportation, Warehousing, and Utilities	5.2%	6.8%
Information	4.4%	1.1%
Finance and Insurance	6.7%	3.4%
Professional and Technical Services	12.1%	9.0%
Education, Health, and Social Services	20.2%	16.8%
Public Administration	3.4%	3.1%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	7.5%
Other	6.1%	7.0%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

### 5.11.4.2 Employment and Income

Table 5.11.6 provides information regarding the civilian labor force in the unincorporated community of East Los Angeles, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.11.6,



TABLE 5.11.6:  
**East Los Angeles Employment**

Employment Status	East Los Angeles	Los Angeles County	State of California
Civilian Labor Force	51,400	4,996,600	18,655,700
Employed	44,000	4,486,400	17,005,900
Unemployed	7,400	510,200	1,649,900
Unemployment Rate	14.4%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

according to preliminary data issued by the State Employment Development Department in August 2013, there were 44,000 persons employed in the civilian labor force in the unincorporated community of East Los Angeles, and 7,400 persons (approximately 14.4 percent) were unemployed. The unemployment rate in the unincorporated community of East Los Angeles is higher than that of the County (10.2 percent) and the State (8.8 percent).

Table 5.11.7 provides the median household income and the percentage of residents living below the poverty level for the County, the community of East Los Angeles, and the 30 census tracts in East Los Angeles (based on 2007–2011 ACS data). As shown in Table 5.11.7, the median household income in the unincorporated community of East Los Angeles (\$37,271) is lower than the County overall (\$56,266). Table 5.11.7 also shows that the median household income in the 30 census tracts in the unincorporated community of East Los Angeles ranges from approximately \$19,353 to \$56,739, and that 29 of the 30 census tracts in the community have a lower median household income than the County.

Table 5.11.7 also shows that persons living below the poverty level in the unincorporated community of East Los Angeles comprise a larger share (25.3 percent) than the County overall (16.3 percent). Table 5.11.7 also shows that the percentage of persons living below the poverty level in the 30 census tracts in the unincorporated community of East Los Angeles ranges from approximately 4 to 38 percent of the population, and that 27 of the 30 census tracts in the community have a higher percentage of persons living below the poverty level than the County overall.

#### 5.11.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the unincorporated community of East Los Angeles had 19,758 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The unincorporated community of East Los Angeles includes seven main business districts: (1) the Third Street/Pomona Boulevard Corridor (entire length within the community); (2) the Cesar Chavez

TABLE 5.11.7:  
**East Los Angeles Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
East Los Angeles	<b>\$37,271</b>	<b>25.3%</b>
<b>Census Tracts in East Los Angeles</b>		
5302.02	\$56,739	4.3%
5303.01	<b>\$54,110</b>	3.6%
5303.02	<b>\$40,691</b>	<b>29.6%</b>
5304 <sup>3</sup>	<b>\$19,353</b>	<b>35.7%</b>
5305	<b>\$34,712</b>	<b>22.0%</b>
5306.01	<b>\$51,694</b>	<b>26.3%</b>
5306.02	<b>\$26,563</b>	<b>28.3%</b>
5307	<b>\$44,766</b>	<b>24.7%</b>
5308.01	<b>\$37,017</b>	<b>28.8%</b>
5308.02	<b>\$45,843</b>	<b>33.0%</b>
5309.01	<b>\$42,422</b>	<b>21.4%</b>
5309.02	<b>\$23,785</b>	<b>26.6%</b>
5310	<b>\$43,073</b>	<b>20.1%</b>
5311.01	<b>\$37,669</b>	<b>23.4%</b>
5311.02	<b>\$35,904</b>	<b>23.0%</b>
5312.01	<b>\$40,767</b>	<b>23.1%</b>
5312.02	<b>\$34,980</b>	<b>23.5%</b>
5313.01	<b>\$31,231</b>	<b>38.0%</b>
5313.02	<b>\$36,919</b>	<b>35.9%</b>
5315.02	<b>\$40,508</b>	<b>26.3%</b>
5315.03	<b>\$33,422</b>	<b>32.0%</b>
5315.04	<b>\$40,111</b>	<b>24.5%</b>
5316.02	<b>\$34,003</b>	<b>18.2%</b>
5316.03	<b>\$37,868</b>	<b>19.0%</b>
5316.04	<b>\$31,471</b>	<b>33.0%</b>
5317.01	<b>\$40,815</b>	<b>18.9%</b>
5317.02	<b>\$39,722</b>	14.1%
5318	<b>\$39,688</b>	<b>22.8%</b>
5319.01	<b>\$37,589</b>	<b>25.2%</b>
5319.02	<b>\$32,254</b>	<b>22.9%</b>

Source: United States Census Bureau, 2007-2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tract includes multiple jurisdictions.

Avenue Corridor (between the western border of the community and Mednik Avenue); (3) the Beverly Boulevard Corridor (between Third Street and the eastern border of the community); (4) the Olympic Boulevard Corridor (between the western border of the community and Hendricks Avenue); (5) the Whittier Boulevard Corridor (entire length within the community); (6) the City Terrace Drive Corridor (between Herbert Avenue and Carmelita Street); and (7) the Atlantic Boulevard Corridor (entire length within the community). All seven of these business districts are within 0.5 mi of the project's Build Alternatives.

#### 5.11.4.4 Property Tax

The base property tax rate in the County of Los Angeles is 1.0 percent of the assessed property value, while the total property tax includes additional district assessments, which vary by tax rate

area. During FY 2012–2013, Los Angeles County collected a total of \$11.0 billion in property tax revenue, of which 24.15 percent (\$2.7 billion) was attributable to properties within unincorporated areas.<sup>1</sup> The Los Angeles County Department of Auditor-Controller allocates 15.04 percent of the property tax revenue generated within the County to incorporated cities, 40.97 percent to school districts, 7.05 percent to special districts, and 12.79 percent to redevelopment agencies.<sup>2</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.8 percent<sup>3</sup> of the 1.0 percent property tax collected is distributed to the Los Angeles County General Fund.

The total assessed value of the unincorporated community of East Los Angeles was \$3.8 billion.<sup>4</sup> The estimated property tax collected during FY 2012–2013 is \$38.0 million, with \$8.7 million retained by the Los Angeles County General Fund.

#### 5.11.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the County of Los Angeles is 9.0 percent, 0.75 percent of which is allocated to the County for public services.<sup>5</sup> The 14,534 permitted sales tax-producing businesses in the County’s unincorporated communities generated approximately \$4.6 billion in taxable sales in 2011.<sup>6</sup> The average total taxable sales revenue per permit in the County’s unincorporated communities was \$28,211, approximately \$2,351 of which would be distributed to the Los Angeles County General Fund (0.75 percent).

#### 5.11.4.6 Existing Access

The major east-west arterials in the unincorporated community of East Los Angeles include: Olympic Boulevard, Whittier Boulevard, 3<sup>rd</sup> Street, Cesar Chavez Avenue, and City Terrace Drive. The major north-south arterials in the unincorporated community of East Los Angeles include: Indiana Street, Gage Avenue, Downey Road, Eastern Avenue, Ford Boulevard, Arizona Avenue, Mednik Avenue, and Atlantic Boulevard. Residents of East Los Angeles have access to I-10 in the northern portion of the community via the Eastern Avenue and City Terrace Drive interchanges. Residents of East Los Angeles also have access to SR 60 in the central portion of the community via the Downey Road/ 3<sup>rd</sup> Street interchange, as well as the Indiana Street and Atlantic Boulevard interchange. Residents of East Los Angeles also have access to I-5 in the southern portion of the community via the Ditman Avenue and Downey Road interchanges. In addition, residents of East Los Angeles have access to I-710 in the central portion of the community via the Olympic Boulevard, Whittier Boulevard, and 3<sup>rd</sup> Street/Ford Boulevard interchanges.

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<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

## 5.11.5 Community Services, Facilities, and Utilities

### 5.11.5.1 Police, Fire, and Library Facilities

#### Police Protection

The unincorporated community of East Los Angeles is served by the Los Angeles County Sheriff's Department (LASD), which is made up of four divisions: the Custody Operations, Patrol and Detective Operations, Countywide Services, and Administrative & Professional Standards. The LASD operates out of the East Los Angeles Sheriff Station at 5019 East 3<sup>rd</sup> Street. Figure 5.11-4 shows the location of the East Los Angeles Sheriff Station in East Los Angeles. The East Los Angeles Sheriff Station is within 0.5 mi of one or more of the project's Build Alternatives.

#### Fire Protection

The Los Angeles County Fire Department (LACFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the unincorporated community of East Los Angeles. Figure 5.11-4 shows the locations of the two fire stations staffed by the LACFD in East Los Angeles. One of these fire stations, Fire Station No. 1, which is located at 1108 North Eastern Avenue, is within 0.5 mi of one or more of the project's Build Alternatives.

#### Libraries

The unincorporated community of East Los Angeles is served by four public libraries operated by the Los Angeles County Public Library. Figure 5.11-4 shows the locations of the libraries operated by the Los Angeles County Public Library in East Los Angeles. One of these libraries, the East Los Angeles Library, which is located at 4837 East 3<sup>rd</sup> Street, is within 0.5 mi of one or more of the project's Build Alternatives.

#### Other Government Facilities

The unincorporated community of East Los Angeles also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. The Biscailuz Center, the regional training facility for the LASD, is located at 1060 North Eastern Avenue, and the Los Angeles County Superior Court operates the East Los Angeles Courthouse at 214 South Fetterly Avenue. Figure 5.11-4 shows the location of these key government facilities in East Los Angeles.<sup>1</sup> Both facilities are within 0.5 mi of one or more of the project's Build Alternatives.

### 5.11.5.2 Other Community Facilities

#### Hospitals

There are four hospital facilities located in East Los Angeles. Figure 5.11-5 shows the locations of these hospital facilities in East Los Angeles. One of these hospitals, the Roybal Comprehensive Health Center, located at 245 South Fetterly Avenue, is within 0.5 mi of one or more of the project's Build Alternatives.

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<sup>1</sup> Additional government facilities are located throughout East Los Angeles; however, only major facilities such as courthouses and key government office buildings are shown.

## Places of Worship

Places of worship offer additional community gathering areas in East Los Angeles. Figure 5.11-5 shows the locations of known places of worship in East Los Angeles.<sup>1</sup> Table 5.11.8 provides a list of the names and addresses of the known places of worship in the unincorporated community of East Los Angeles that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.11.8:  
**Places of Worship in East Los Angeles Within 0.5 Mile of Build Alternatives**

Name	Address
Armenian Pentecostal Church	1101 South Goodrich Boulevard
Beverly Orthodox Presbyterian Church	347 South Woods Avenue
Catholic Mission of Soledad Church	181 South Fetterly Avenue
Chapel La Luz Assembleas De Dios	745 Belden Avenue
Church of Divine Guidance	693 South La Verne Avenue
Church of Our Lady of La Soledad	409 North McDonnell Avenue
East Los Angeles Seventh Day Adventist Church	5618 Hubbard Street
Eastmont Christian Church	5582 Hubbard Street
Eastmont Methodist Church	5758 Hubbard Street
El Camino Baptist Church	495 South Woods Avenue
El Mesias Methodist Church	4538 East Cesar E. Chavez Avenue
El Siloe Apostolic Church	726 South Ferris Avenue
El Siloe Presbyterian Church	420 North Humphreys Avenue
Iglesia Christiana	557 South Fetterly Avenue
Primera Iglesia Bautista Del Sur	4878 East 6th Street
Saint Alphonsus Catholic Church	541 Amalia Avenue
Saint Pius X Catholic Center	4617 East 1st Street
Saint Sarkis Armenian Apostolic Church	4976 Hubbard Street

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

## Homeless Services and Shelters

There are approximately five homeless service providers located in the unincorporated community of East Los Angeles. Figure 5.11-5 shows the locations of these homeless service providers in the community. Table 5.11.9 provides a list of the names and addresses of the homeless service providers in East Los Angeles that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.11.9:  
**Homeless Shelters/Services in East Los Angeles Within 0.5 Mile of Build Alternatives**

Name	Address
Bienestar East Los Angeles Office	5326 East Beverly Boulevard
Door of Hope Community Center	1414 South Atlantic Boulevard
Our Lady of Solitude Church	4561 Cesar E. Chavez Avenue

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

<sup>1</sup> Additional places of worship are believed to be located throughout East Los Angeles; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

### 5.11.5.3 Schools

#### Public Schools

The LAUSD and Montebello Unified School District (MUSD) provide educational services to the residents who live in the unincorporated community of East Los Angeles. Figure 5.11-6 shows the locations of the public schools in East Los Angeles. Table 5.11.10 provides a list of the names, addresses, and operators of the public schools in the unincorporated community of East Los Angeles that are within 0.5 mi of the project's Build Alternatives.

TABLE 5.11.10:  
**Public Schools in East Los Angeles Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Alfonso Perez Special Education Center	4540 Michigan Avenue	LAUSD	Pre-K – 12th
Brooklyn Avenue Elementary School	4620 Cesar E. Chavez Avenue	LAUSD	K–8th
City Terrace Elementary School	4350 City Terrace Drive	LAUSD	K–5th
David Wark Griffith Middle School	4765 East 4th Street	LAUSD	6th–8th
Fourth Street Elementary School	420 South Amalia Avenue	LAUSD	K–5th
Garfield High School	5101 East 6th Street	LAUSD	9th–12th
KIPP Raices Academy	668 South Atlantic Boulevard	LAUSD	K–4th
Media Arts High School	5156 Whittier Boulevard	LAUSD	9th–12th
Monterey Continuation High	466 South Fraser Avenue	LAUSD	9th–12th
Morris K. Hamasaki Elementary School	4865 East 1st Street	LAUSD	K–6th
Winter Gardens Elementary School	1277 South Clela Avenue	MUSD	K–5th

Source: California Department of Education, Public Schools, 2012-2013, <http://www.cde.ca.gov/re/sd/>, accessed September 6, 2013.

K = Kindergarten

LAUSD = Los Angeles Unified School District

MUSD = Montebello Unified School District

Anges that are within 0.5 mi of the project's Build Alternatives. Table 5.11.10 also provides information about the grades taught at each public school listed in the table.

#### Private Schools

The unincorporated community of East Los Angeles has several private elementary and high schools. Figure 5.11-6 shows the locations of these private schools in the community. Table 5.11.11 provides a list of the names, addresses, and operators of the private schools in the unincorporated community of East Los Angeles that are within 0.5 mi of the project's Build Alternatives. Table 5.11.11 also provides information about the grades taught at each private school listed in the table.

TABLE 5.11.11:  
**Private Schools in East Los Angeles Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Saint Alphonsus Elementary	552 South Amalia Avenue	Private	K–9th
Soledad Enrichment Action, East Los Angeles Education Center	4822 Gleason Street	Private	7th–12th

Source: California Department of Education, Private Schools, 2012-2013, <http://www.cde.ca.gov/re/sd/>, accessed September 6, 2013.

K = Kindergarten

### 5.11.5.4 Parks, Community Centers, and Recreation Facilities

The County of Los Angeles operates and maintains seven parks in East Los Angeles. In addition, various private entities and other government agencies operate and maintain community centers and recreation facilities in the community that are used by East Los Angeles residents. Figure 5.11-6 shows the locations of the parks, community centers, and recreational facilities in East Los Angeles.

Table 5.11.12 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the unincorporated community of East Los Angeles that are within 0.5 mi of the project’s Build Alternatives. Table 5.11.12 also provides information about the size and amenities of each park, community center, or recreational facility listed in the table.

**TABLE 5.11.12:**  
**Parks, Community Centers, and Recreation Facilities in East Los Angeles Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Atlantic Avenue Park	570 South Atlantic Boulevard	Los Angeles County Department of Parks and Recreation	3.0	Children’s play area, men’s and women’s locker rooms, picnic and barbeque areas, splash pad, swimming pool.
Belvedere Community Regional Park	4914 East Cesar E. Chavez Avenue	Los Angeles County Department of Parks and Recreation	31.0	Baseball fields, basketball courts, children’s play area, community room, fitness zone, gymnasium, picnic shelters, skate park, soccer fields, splash pad, swimming pool, tennis courts.
Bienvenidos – East Los Angeles Family Preservation	5257 East Beverly Boulevard	Bienvenidos (non-profit)	–	Facility provides family services, foster care, medical services, and mental health services to the community.
Boys and Girls Clubs of East Los Angeles	324 North McDonnell Avenue	Boys and Girls Club (non-profit)	–	The facility provides services and programs for the community’s youth. Programs include: the Arts; Education/Technology and Career development; Character and Leadership Development; Health and Life Skills; a Sports, Fitness, and Recreation program that includes aquatics, basketball, cheer/drill, flag football, Junior Lifeguard, karate, soccer, softball, swim team, triple play, Disney-Kaboom playground, 5-day Power Play and summer camping program; Family Engagement and Empowerment; a Teen’s Club; and Youth of the Year programs.
Casa Maravilla Senior Center	4848 East Colonia De Las Rosas	Casa Maravilla (non-profit)	–	Facility provides a variety of services to seniors and provides a hot lunch program on weekdays.
Eastmont Community Center	701 South Hoefner Avenue	Eastmont Community Center (non-profit)	–	The facility provides education, social services, and health and wellness services for children, adults, and seniors. Child care, senior meals, youth recreation, and adult fitness classes are held at the facility.
Los Angeles County CSS – Centro Maravilla Service Center	4716 East Cesar E. Chavez Avenue	Los Angeles County	–	The center is a multi-purpose facility that provides educational, social, and recreational activities. Services include emergency food distribution, form completion, income tax assistance, a food bank, and flu shot clinic.

Source 1: United States Parks Service, Geographic Information System data; Los Angeles County Department of Parks and Recreation, <http://parks.lacounty.gov/wps/portal/dpr/Parks/>, accessed September 2013.

Source 2: Bienvenidos, <http://bienvenidos.org/services/locations/east-los-angeles-services/>, accessed November 2013.

Source 3: Boys and Girls Clubs of East Los Angeles Programs, <http://bgcela.org/programs/>, accessed November 2013.

Source 4: Family Care Services, <http://fcsmg.com/services/communitymeal.htm>, accessed November 2013.

Source 5: Eastmont Community Center, [http://www.eastmontcommunitycenter.org/?page\\_id=5](http://www.eastmontcommunitycenter.org/?page_id=5), accessed November 2013.

Source 6: Centro Maravilla Service Center, <http://css.lacounty.gov/centro-maravilla-service-center.aspx>, accessed November 2013.

CSS = Community and Senior Services

#### 5.11.5.5 Bikeways and Recreational Trails

The unincorporated community of East Los Angeles has several Class II (striped, on-street) bikeways, the locations of which are shown on Figure 5.11-6. The following Class II bikeways are located within 0.5 mi of the Build Alternatives:

- North Herbert Avenue (between Medford Street and Whiteside Street)
- City Terrace Drive (between North Alma Avenue and Marengo Street)
- South Gerhart Avenue (between Via San Delarro Street and Pomona Boulevard)

#### 5.11.5.6 Transit Services

Within East Los Angeles, public transportation services are provided by Metro, East Los Angeles Shuttle (El Sol), LADOT DASH, and Montebello Bus Lines. Table 5.11.13 provides a list of the existing bus routes within East Los Angeles, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

In addition to the bus service described in Table 5.11.13, Metro operates the Gold Line, a 19.7 mi light rail line that provides service from the Sierra Madre Villa Station in Pasadena to Union Station in Los Angeles and then eastward to the Atlantic Station in East Los Angeles. The Gold Line has four stations within East Los Angeles: Indiana Station, Maravilla Station, East Los Angeles Civic Center Station, and Atlantic Station.

#### 5.11.5.7 Utilities

Table 5.11.14 provides a list of the utility service providers in East Los Angeles.



**TABLE 5.11.13:  
 Existing Bus Service in East Los Angeles**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
18	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Whittier Boulevard, Garfield Avenue	<ul style="list-style-type: none"> <li>• Wilshire/Western Purple Line Station</li> <li>• Downtown LA</li> <li>• East LA Doctors Hospital</li> <li>• Montebello Metrolink Station</li> </ul>	6-10	20
62	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Olympic Boulevard, Telegraph Road	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• The Citadel</li> <li>• Commerce Metrolink Station</li> <li>• LA County Hall of Records</li> <li>• Norwalk/Santa Fe Springs Metrolink Station</li> <li>• Norwalk Town Square</li> <li>• Los Cerritos Center</li> <li>• Hawaiian Gardens</li> </ul>	15	25
66	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Olympic Boulevard, Garfield Avenue	<ul style="list-style-type: none"> <li>• Wilshire/Western Purple Line Station</li> <li>• Downtown LA</li> <li>• Montebello Metrolink Station</li> </ul>	3-4	15
68	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Cesar E. Chavez Avenue, Riggins Street, Garfield Avenue, Pomona Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• East LA College</li> <li>• Indiana Gold Line Station</li> <li>• The Shops at Montebello</li> </ul>	12-15	20-25
70	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Marengo Street, Eastern Avenue, Ramona Boulevard, Garvey Avenue	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• LA County/USC Medical Center</li> <li>• Cal State LA</li> <li>• El Monte Station</li> </ul>	10-12	15
256	Metro	Local	N-S	Mon.–Sun. <sup>2</sup>	Lake Avenue, Eastern Avenue, Colorado Boulevard, Avenue 64	<ul style="list-style-type: none"> <li>• Pasadena City College</li> <li>• Huntington Memorial Hospital</li> <li>• Cal State LA</li> <li>• Del Mar Gold Line Station</li> <li>• Allen Gold Line Station</li> <li>• Memorial Park Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• Maravilla Gold Line Station</li> </ul>	45	45
258	Metro	Local	N-S	Mon.–Fri. <sup>2</sup>	Eastern Avenue, Arizona Avenue, Mednik Avenue, Monterey Pass Road, Fremont Avenue	<ul style="list-style-type: none"> <li>• Suburban Medical Center</li> <li>• Maravilla Gold Line Station</li> </ul>	48	45-55
260	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station</li> </ul>	16-20	24-60
620	Metro	Shuttle/Circulator	Circular Route	Mon.–Fri. <sup>3</sup>	State Street, Cesar E. Chavez Avenue, Boyle Avenue, Mission Road, 1 <sup>st</sup> Street, Soto Street	<ul style="list-style-type: none"> <li>• LA County/USC Medical Center Station</li> <li>• White Memorial Hospital</li> <li>• Mariachi Plaza Gold Line Station</li> <li>• International Institute</li> <li>• Promise Hospital of East LA</li> <li>• Indiana Gold Line Station</li> </ul>	60	60

**TABLE 5.11.13:  
 Existing Bus Service in East Los Angeles**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
665	Metro	Shuttle/Circulator	Circular Route	Mon.–Sun. <sup>4</sup>	Olympic Boulevard, Indiana Street, Pomeroy Street, Eastern Avenue	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• Indiana Station</li> <li>• Indiana Gold Line Station</li> </ul>	40	60
762	Metro	Rapid	N-S	Mon.–Fri. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station in Compton</li> </ul>	25	30-60
770	Metro	Rapid	E-W	Mon.–Sat. <sup>5</sup>	Garvey Avenue, Atlantic Boulevard, Cesar E. Chavez Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• East LA City College</li> <li>• White Memorial Hospital</li> <li>• Pico Blue Line Station</li> <li>• 7<sup>th</sup> Street/Metro Center Red/Purple Line Station</li> <li>• Union Station</li> </ul>	10-13	15
CT	EL	Local	Circular Route	Mon.–Sat. <sup>6</sup>	Cesar E. Chavez Avenue, City Terrace, North Eastern Avenue, East Gage Avenue	<ul style="list-style-type: none"> <li>• Cal State LA</li> </ul>	30-60	30-60
UP	EL	Local	Circular Route	Mon.–Sat. <sup>6</sup>	Whittier Boulevard, North Indiana Street, East 1 <sup>st</sup> Street, East 3 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>• East LA Civic Center</li> </ul>	30-60	30-60
WB	EL	Local	Circular Route	Mon.–Sat. <sup>6</sup>	Whittier Boulevard, 6 <sup>th</sup> Street, East 3 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>• East LA Civic Center</li> </ul>	30-60	30-60
BH	LADOT DASH	Local	N-S	Mon.–Sat. <sup>7</sup>	Marengo Street, Wabash Avenue	<ul style="list-style-type: none"> <li>• Metro Indiana Gold Line Station</li> <li>• Kenneth Morris Jr. Cancer Hospital</li> <li>• LA County/USC Medical Center</li> <li>• East LA Doctors Hospital</li> </ul>	20-30	20-30
10	MBL	Local	E-W	Mon.–Sun. <sup>8</sup>	Whittier Boulevard, South Atlantic Boulevard	<ul style="list-style-type: none"> <li>• East LA College</li> <li>• East LA Civic Center Gold Line Station</li> <li>• Beverly Hospital</li> <li>• Whittier Hospital Medical Center</li> </ul>	10-15	10-15
30	MBL	Local	N-S	Mon.–Sun. <sup>9</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	45
40	MBL	Local	E-W	Mon.–Sun. <sup>9</sup>	East 3 <sup>rd</sup> Street, East 4 <sup>th</sup> Street, Beverly Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Beverly Hospital</li> </ul>	25-35	25-35

**TABLE 5.11.13:  
Existing Bus Service in East Los Angeles**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
50	MBL	Local	E-W	Mon.–Sat. <sup>9</sup>	Washington Boulevard	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Biola University</li> <li>Presbyterian Intercommunity Hospital</li> </ul>	35	35

Source 1: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: East Los Angeles Shuttle, El Sol, <http://ladpw.org/pdd/elasw/en/index.cfm>, accessed September 9, 2013.

Source 3: Los Angeles Department of Transportation, DASH Routes, <http://www.ladottransit.com/dash/>, accessed February 13, 2013.

Source 4: Montebello Bus Line, Montebello Bus Lines Schedules, <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective June 17, 2012.

<sup>4</sup> Schedule effective January 23, 2011.

<sup>5</sup> Schedule effective June 26, 2011.

<sup>6</sup> Schedule effective July 1, 2012.

<sup>7</sup> Schedule effective July 1, 2013.

<sup>8</sup> Schedule effective August 2, 2013.

<sup>9</sup> Schedule effective June 27, 2013.

BH = Boyle Heights/East LA Route

Cal State LA = California State University, Los Angeles

CT = City Terrace/East LA College Route

E = East

EL = East LA Shuttle (El Sol)

Fri. = Friday

LA = Los Angeles

LADOT DASH = Los Angeles Department of Transportation Downtown Area Short Hop

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sat. = Saturday

Sun. = Sunday

UP = Union Pacific/Salazar Park Route

USC = University of Southern California

W = West

WB = Whittier Boulevard/Saybrook Park Route

**TABLE 5.11.14:  
East Los Angeles Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	Los Angeles County Sanitation District
Telephone	Multiple Providers
Trash	Belvedere Garbage Disposal District
Water	California Water Service Company

Source: Los Angeles County, Unincorporated East Los Angeles, <http://eastla.lacounty.info/water.htm>, accessed November 13, 2013.

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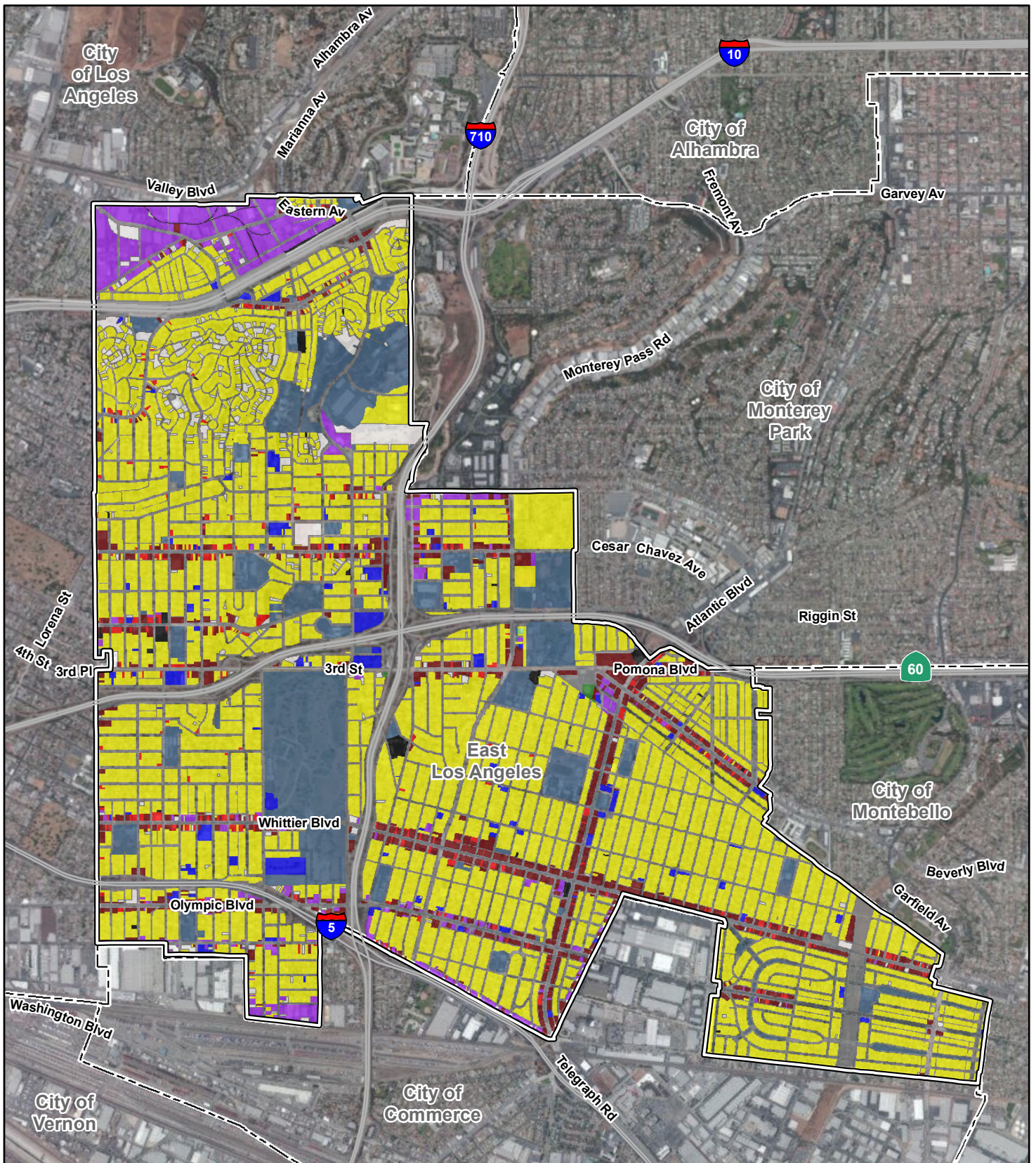
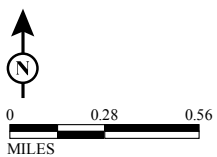


FIGURE 5.11-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Census Designated Place | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SR 710 North Study  
 East Los Angeles  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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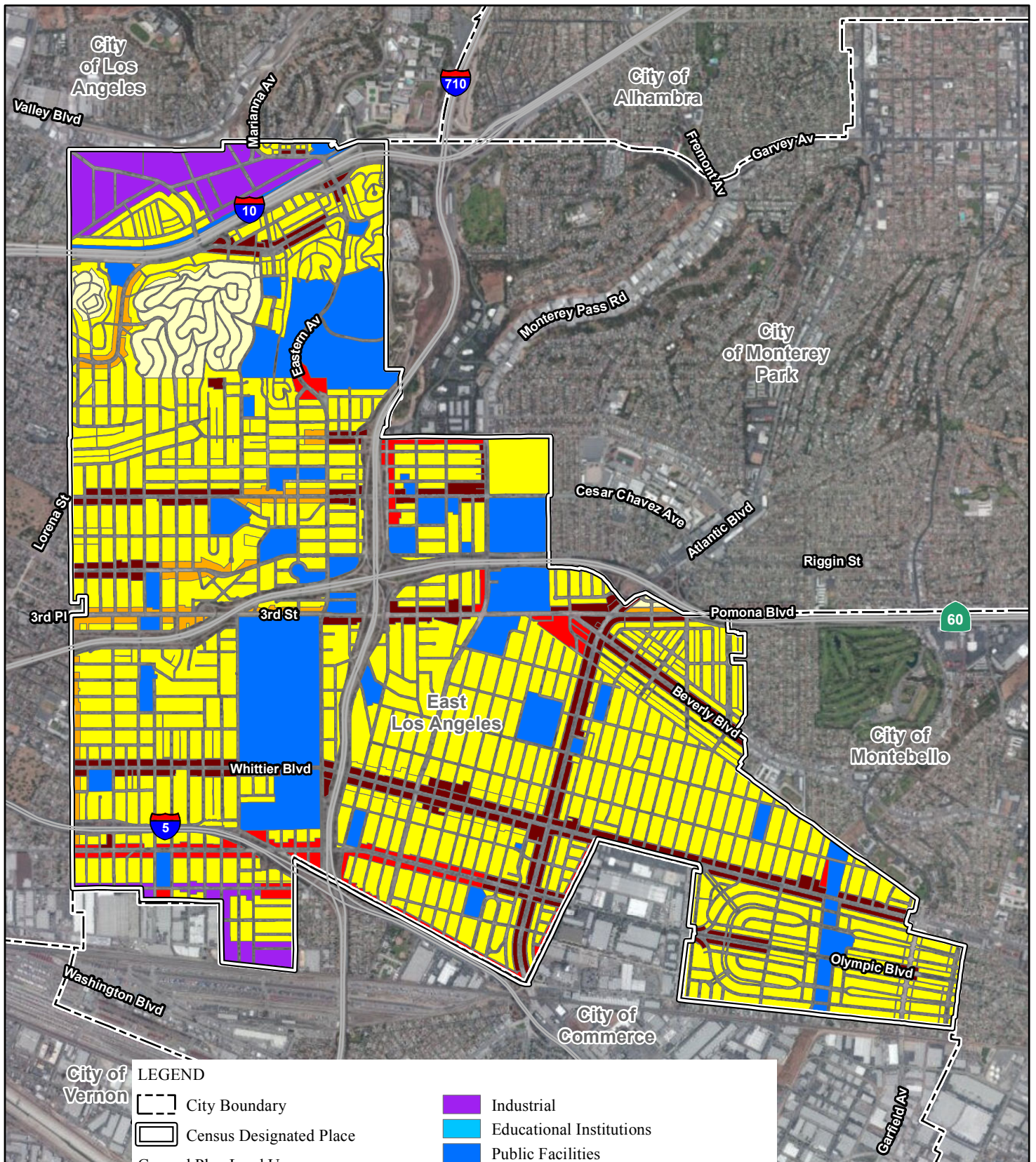
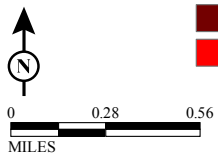


FIGURE 5.11-2

SR 710 North Study  
 East Los Angeles  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191



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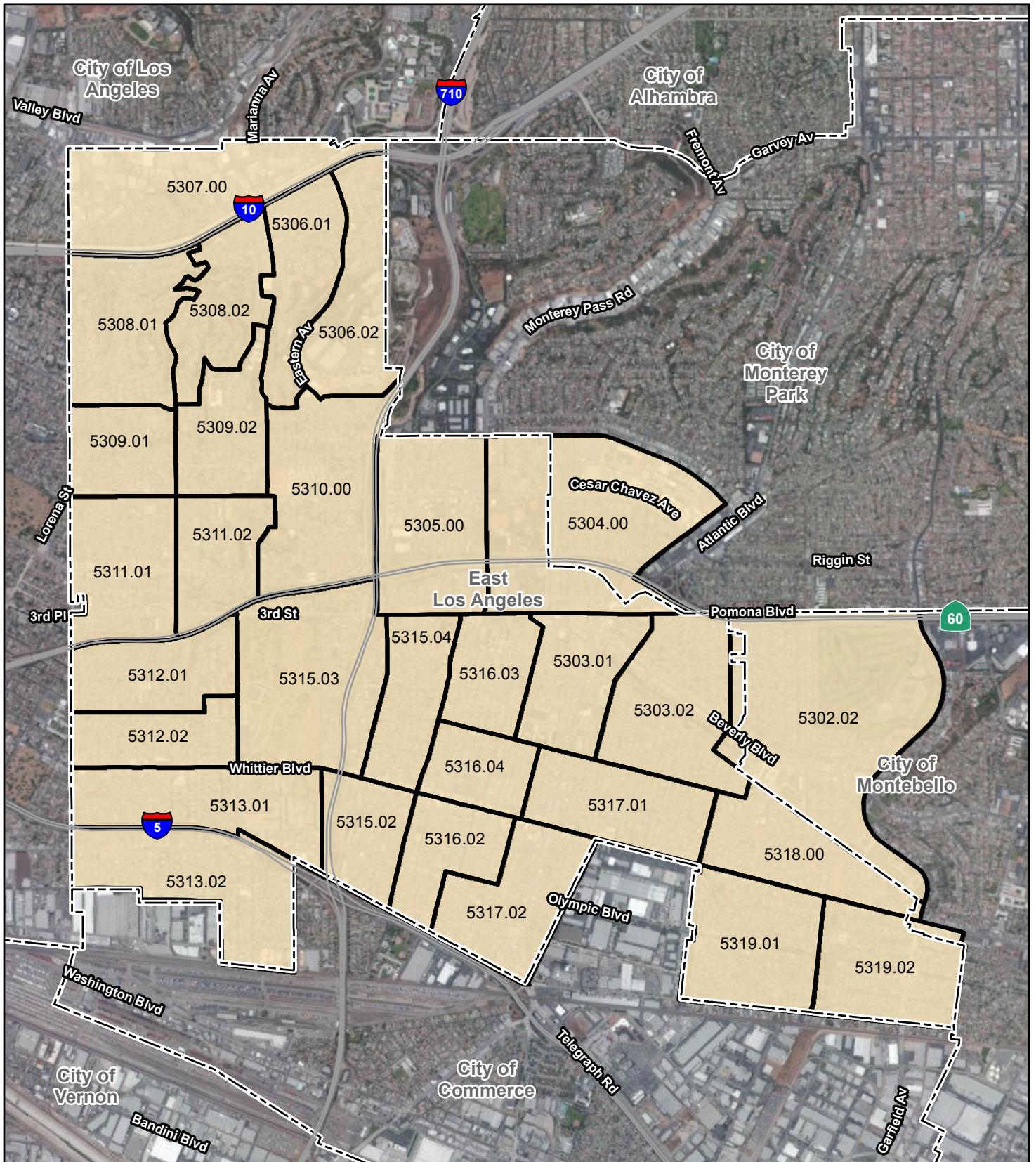


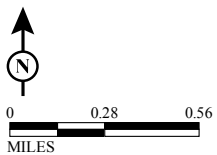


FIGURE 5.11-3

LEGEND

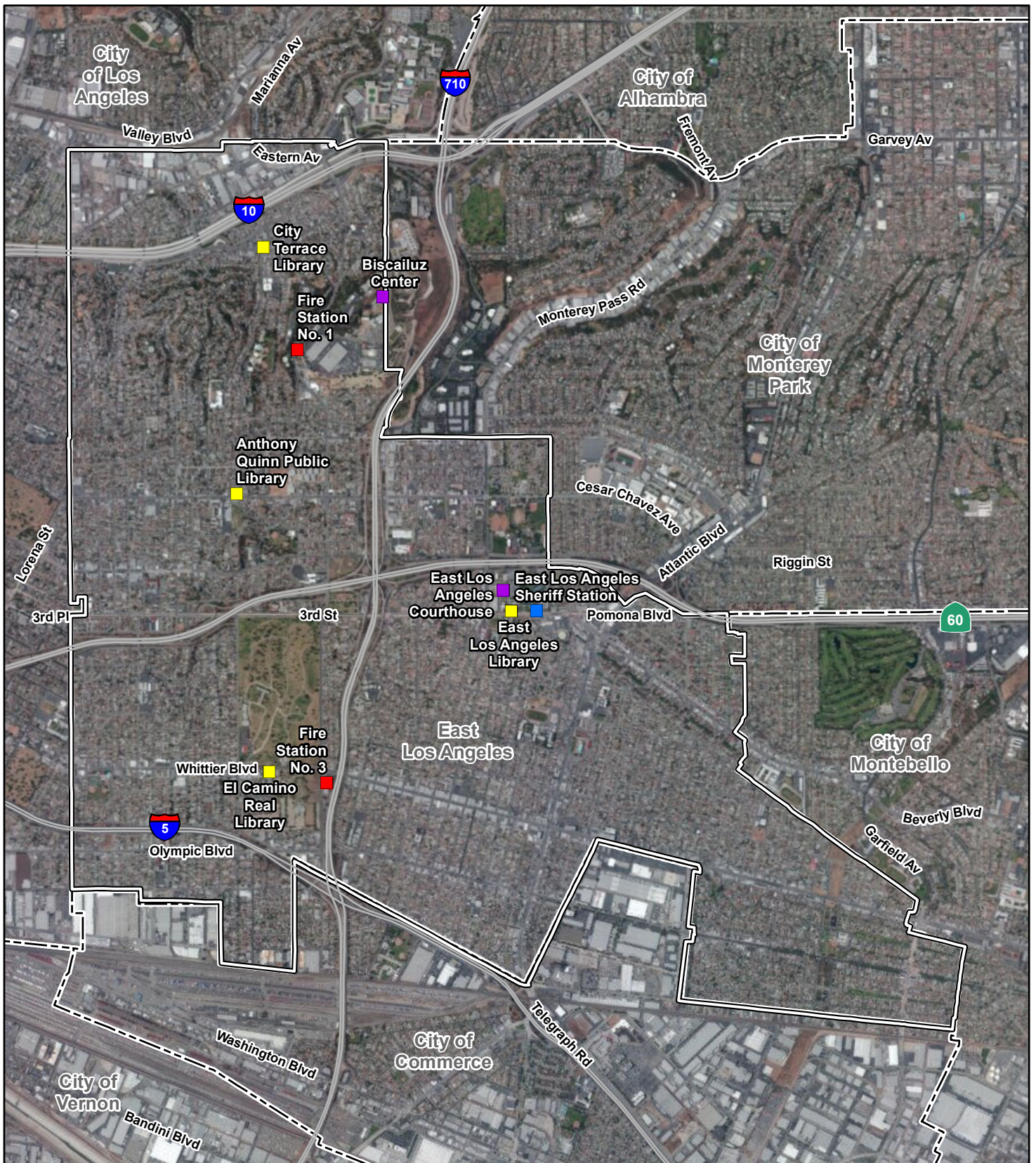
-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
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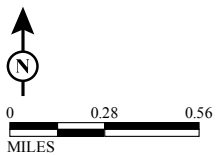
SR 710 North Study  
 East Los Angeles Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

- Police
- Fire Station
- Library
- Other Government Facilities
- City Boundary
- Census Designated Place



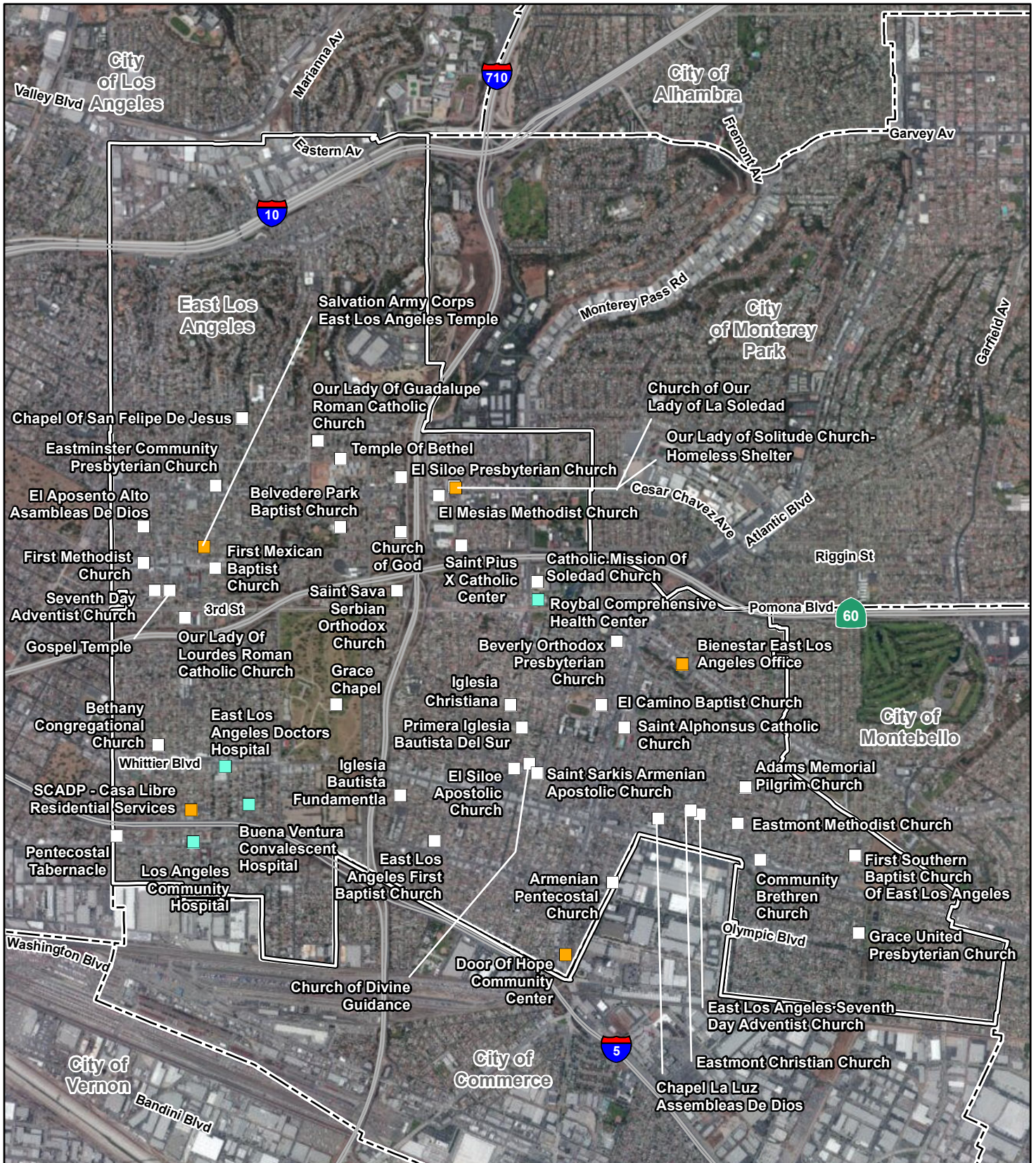
SOURCE: Microsoft (5/2010); ESRI (2012); LA County (2013)  
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FIGURE 5.11-4

*SR 710 North Study*  
 East Los Angeles Police, Fire, Library,  
 and Other Government Facilities

07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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LEGEND

- Hospital
- Place of Worship
- Homeless Service
- City Boundary
- Census Designated Place

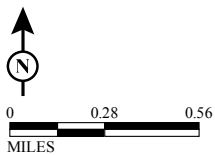


FIGURE 5.11-5

*SR 710 North Study*  
**East Los Angeles Hospitals, Places of  
 Worship, and Homeless Services**

07-LA-710 (SR 710)  
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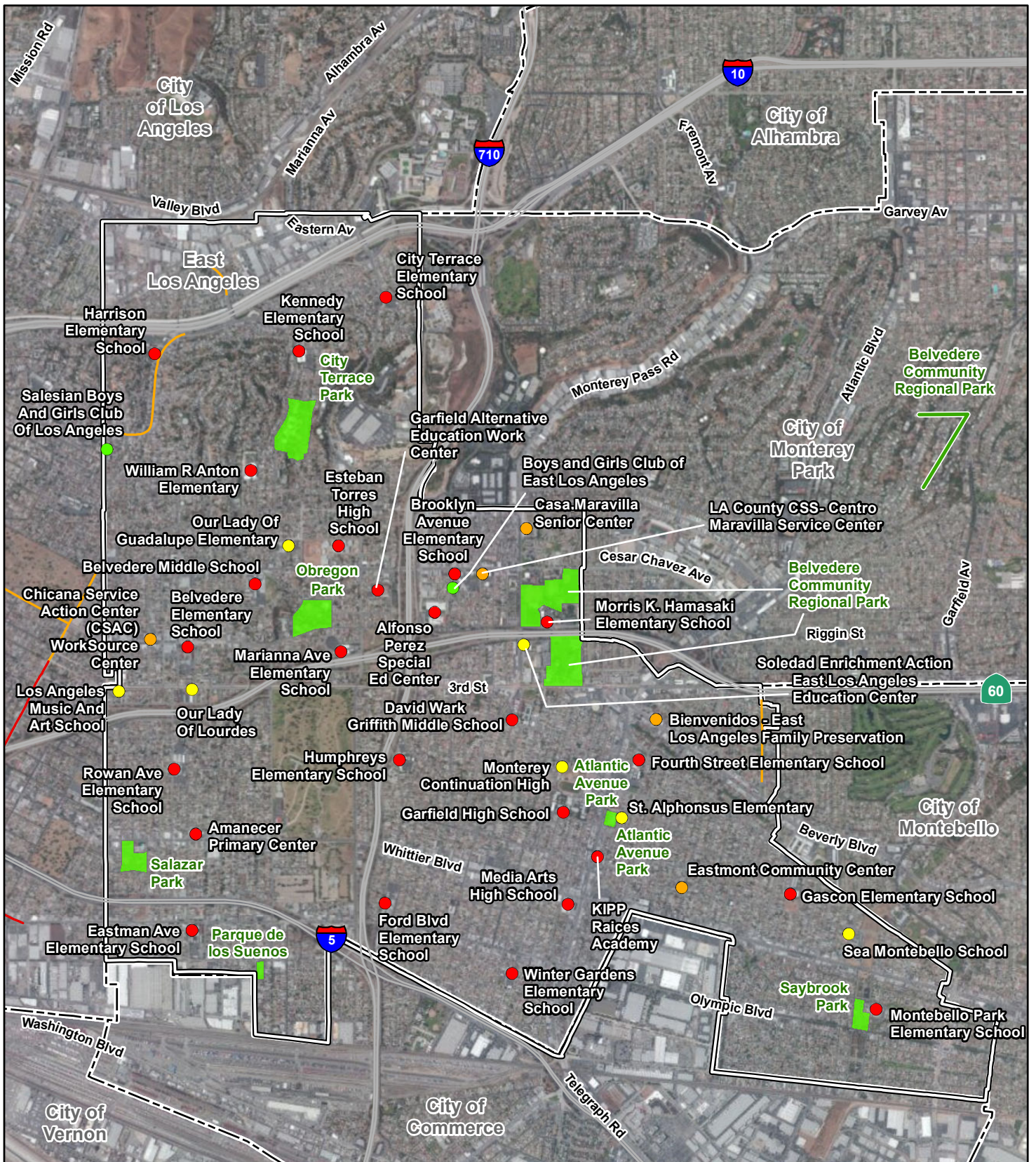
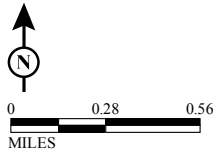


FIGURE 5.11-6

LEGEND

- Public School
- Private School
- Community Center
- Recreation Facility
- Park
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary
- Census Designated Place



SR 710 North Study  
 East Los Angeles Schools, Parks,  
 and Recreation Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
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## 5.12 El Monte

### 5.12.1 Introduction

#### 5.12.1.1 Location

The City of El Monte is located in the southeast part of the study area for the SR 710 North Study, and is bordered by the City of Temple City and the unincorporated community of North El Monte to the north, the City of Rosemead to the west, the City of South El Monte to the south, and the Cities of Irwindale and Baldwin Park and unincorporated areas to the east. The City of El Monte is approximately 9.6 sq mi in size and is bordered by I-605 to the east. I-10 traverses from east to west through the central part of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of El Monte within the study area for the SR 710 North Study.

#### 5.12.1.2 History

The area now known as the City of El Monte was first settled as an agricultural community in the 1850s. Farmers in El Monte enjoyed a great deal of success despite occasional floods from nearby rivers and periods of severe drought.

During these early years, El Monte's successful agrarian economy was based on products such as: wool, honey, grain, fruit, castor oil, hops, cotton, and bacon. Early business enterprises included the Willow Grove Inn on the Butterfield Stage route between Riverside and Los Angeles. Improved transportation became available in 1873, when Southern Pacific built the first railroad through town.

Agriculture remained at the core of El Monte's economy in the early 20<sup>th</sup> century, though fruit orchards, walnut groves, truck farms, hay and vegetable fields, and a growing dairy industry replaced most of the earlier field crops.

The Depression of the 1930s brought drastic changes to El Monte, as it did to many other communities. Farm profits plummeted, leading some landowners to sublet small farm tracts to Japanese tenants who raised cash crops such as berries, melons, and vegetables. Other areas of El Monte, particularly large groves and orchards, were subdivided into home sites of 1 ac or less, thereby transforming El Monte into a bedroom community from which residents commuted elsewhere.

El Monte had been a small, prosperous farm town, but the advent of World War II brought dramatic changes as small aircraft factories sprang up on the west side of town, young men joined the military, and the number of farms and dairies dwindled. The City's population exploded in the 1940s and early 1950s. In place of the sleepy little town of orchards, flower fields, farms, and dairies, an urban community of homes, schools, and parks developed that were supported by an expanding industrial and commercial base.<sup>1</sup>

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<sup>1</sup> Village Profile, El Monte Chamber of Commerce, History, <http://www.villageprofile.com/california/elmonte/history.html>, accessed August 6, 2013.

## 5.12.2 Land Use and Planning

Designated land uses are summarized from the City of El Monte General Plan. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.12.2.1 Existing Land Uses

The existing land uses in the City of El Monte are illustrated on Figure 5.12-1. The acreage and percentage of existing land uses in the City of El Monte are provided in Table 5.12.1. Table 5.12.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

TABLE 5.12.1:  
**El Monte Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	11.9	0
Commercial and Services	545.0	11
Industrial	547.2	11
Institutional	96.1	2
Mixed Commercial	56.3	1
Open Space and Recreation	7.1	0
Other	23.1	0
Public	481.3	10
Residential	2,897.8	58
Transportation and Utilities	156.9	3
Vacant	195.0	4
<b>Total</b>	<b>5,017.7</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.12.1, residential uses are the primary land use in the City of El Monte, comprising approximately 58 percent of the land within the City, followed by commercial and services uses and industrial uses (11 percent, respectively). As shown on Figure 5.12-1 and described in Table 5.12.1, approximately 195.0 ac (4 percent) of the land in the City are vacant.

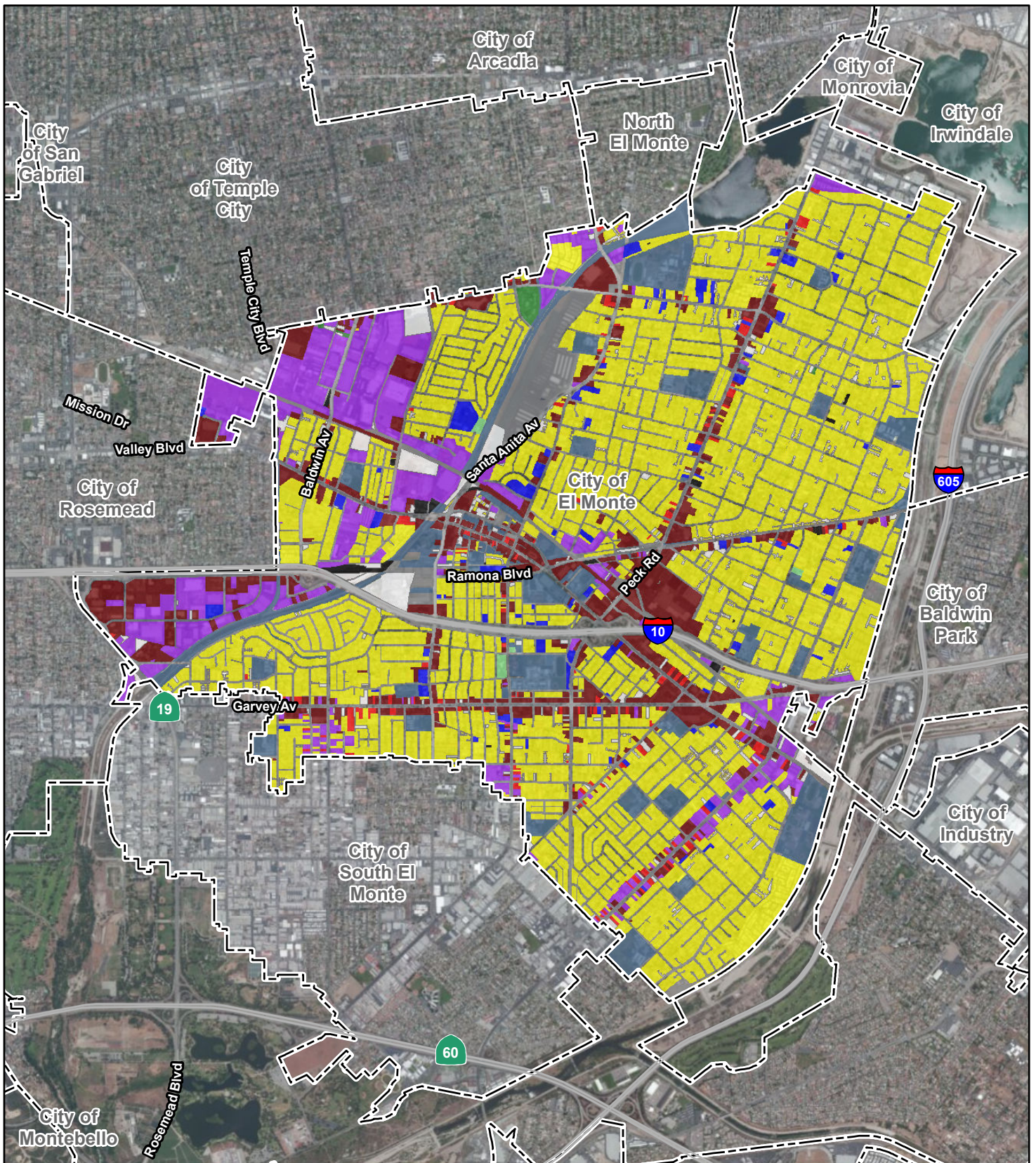
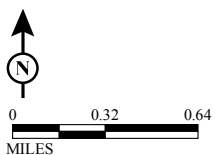


FIGURE 5.12-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Residential             | Institutional                | Open Space and Recreation |
| Commercial and Services | Public                       | Other                     |
| Mixed Commercial        | Transportation and Utilities | Vacant                    |
|                         | Agricultural                 |                           |



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
 I:\CHM1105\GIS\MXD\CIA\ElMonte\_ExistingLandUse.mxd (10/28/2014)

SR 710 North Study  
 El Monte  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.13 El Sereno

### 5.13.1 Introduction

The neighborhood referred to in this CIA as El Sereno includes a group of smaller neighborhoods (i.e., El Sereno, Emery Park, Hillside Village, Rose Hills, Sierra Park, and University Hills) in the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of El Sereno correspond to the official boundaries of the LA-32 Neighborhood Council, as certified by the City of Los Angeles DONE on May 21, 2002.

#### 5.13.1.1 Location

The neighborhood of El Sereno is located in the southwest part of the study area for the SR 710 North Study and is bordered by the City of Alhambra to the east, the neighborhood of Lincoln Heights to the west, the neighborhoods of Arroyo Seco and Highland Park and the City of South Pasadena to the north, and the unincorporated communities of Boyle Heights and East Los Angeles to the south. The neighborhood of El Sereno is approximately 4.9 sq mi in size and is approximately 1 mi east of I-5. The neighborhood of El Sereno is bordered by I-10 to the south and I-710 to the east. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of El Sereno within the study area for the SR 710 North Study.

#### 5.13.1.2 History

The neighborhood of El Sereno owes much of its existence to the development of rail transportation lines. On May 1, 1895, the first interurban rail route in Southern California opened from Los Angeles to Pasadena along the Arroyo Seco, spurring subdivisions along its route.<sup>1</sup> In 1902, the Pasadena Short Line was opened along Los Angeles-Pasadena Boulevard, now Huntington Drive.<sup>2</sup> At the time, Los Angeles was recovering from the slump that had followed the boom of the late 1890s. The new economic climate and the rail line were the impetus for the subdivisions of several tracts.

By 1915, 11 tracts had been subdivided in the area centered at Farmdale Avenue (now Eastern Avenue) and Huntington Drive.<sup>3</sup> From 1900 to 1915, the area that later became El Sereno did not have a unified identity. Subdivisions were platted haphazardly by each property owner, resulting in four distinct neighborhoods, each with its own school as a focal point. Known as Rose Hill, Bairdstown, Farmdale, and Sierra Vista, they were grouped together under the name “Bairdstown” for lack of a better name. Since there were only a few commercial amenities, residents would travel to Los Angeles, Lincoln Heights, Alhambra, or South Pasadena for many of their basic needs. A true sense of community did not develop in the area until after the annexation to Los Angeles in 1915.

Soon after Bairdstown was annexed to the City of Los Angeles on June 10, 1915, the name of Bairdstown was changed to “El Sereno,” meaning serene, quiet, unruffled place.<sup>4</sup> With annexation to Los Angeles, El Sereno’s population began to grow, resulting in the establishment of many community facilities. During the 1920s, churches, theaters, and banks were built, schools were expanded, and many new middle-class subdivisions were built in Period Revival styles.

<sup>1</sup> El Sereno Historical Society, El Sereno’s History, <http://www.elsereno90032.org/>, accessed April 5, 2013.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

El Sereno's population rose markedly during World War II. Due to the rationing of gas and rubber, communities along the Pacific Electric routes received the majority of new residents who came to work at the aircraft and munitions factories in Los Angeles. El Sereno experienced major industrial growth during these years. Many of the families who moved here during these years were Italian-American.

Restrictive covenants had prevented Mexican-American families who lived in the adjacent communities of Lincoln Heights and Boyle Heights from purchasing homes in El Sereno. After such restrictions were lifted by a 1948 Supreme Court decision (*Shelley v. Kraemer*), many Mexican-American families moved to El Sereno.<sup>1</sup> The demand for housing after World War II was satisfied by the construction of new neighborhoods in the southern end of El Sereno.

El Sereno's largest land use dates only from the late 1950s, when the campus of California State University at Los Angeles was relocated there from its original site on Vermont Avenue.<sup>2</sup> In 1970, Woodrow Wilson Senior High School moved its campus to the top of Multnomah Street. Soon after it was built, the five-story high school became a major landmark in El Sereno.<sup>3</sup>

## 5.13.2 Land Use and Planning

Designated land uses are summarized from the Northeast Community Plan and the City of Los Angeles General Plan for the neighborhood of El Sereno. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.13.2.1 Existing Land Uses

The existing land uses in the neighborhood of El Sereno are illustrated on Figure 5.13-1. The acreage and percentage of existing land uses in the neighborhood of El Sereno are shown in Table 5.13.1. Table 5.13.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

As indicated in Table 5.13.1, residential uses are the primary land use in El Sereno, comprising approximately 52 percent of the land within the community, followed by public uses (15 percent). As shown on Figure 5.13-1 and described in Table 5.13.1, approximately 386 ac (16 percent) of the land in the community are vacant, the majority of which consists of undevelopable hillsides.

### 5.13.2.2 General Plan Land Uses

General Plan land use designations for the City of Los Angeles, which guide future development in the neighborhood of El Sereno, are illustrated on Figure 5.13-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction's boundaries, they sometimes differ from the jurisdiction's existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of Los Angeles and compiled by SCAG into generalized land use designations incorporated in the RTP.

<sup>1</sup> El Sereno Historical Society, *El Sereno's History*, <http://www.elsereno90032.org/>, accessed April 5, 2013.

<sup>2</sup> City of Los Angeles, *Northeast Los Angeles Community Plan, Community Background*, p. I-4. 1999.

<sup>3</sup> El Sereno Historical Society, *El Sereno's History*, <http://www.elsereno90032.org/>, accessed April 5, 2013.

TABLE 5.13.1:  
**El Sereno Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	78.2	3
Industrial	154.0	6
Institutional	136.4	6
Mixed Commercial	15.6	1
Open Space and Recreation	1.5	0
Other	27.4	1
Public	357.3	15
Residential	1,256.0	52
Transportation and Utilities	19.4	1
Vacant	386.0	16
<b>Total</b>	<b>2,431.9</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

Of the 386 ac of vacant land in El Sereno, approximately 268 ac are designated for single-family residential uses, 83 ac are designated for local parks, open space, and recreation uses, and 13 ac are designated for industrial uses. The remaining 22 ac are designated for commercial/office, multifamily residential, and public facility uses.

### 5.13.2.3 Adopted Goals and Policies

A list of goals and policies in the Northeast Los Angeles Community Plan (1999) and the City of Los Angeles General Plan that are relevant to the SR 710 North Study is provided in Section 5.10 of this CIA (the Eagle Rock community profile). Such goals and policies are also applicable to the neighborhood of El Sereno.

### 5.13.2.4 Development Trends and Growth

The neighborhood of El Sereno is primarily a built-out community. While the Northeast Los Angeles Community Plan contains policies to promote quality development within El Sereno, the community has very little vacant land available for new development (refer to Figure 5.13-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for a brief comparison of population, household, and employment growth trends and forecasts for the City of Los Angeles versus the County.

## 5.13.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant Census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the neighborhood of El Sereno and the 13 census tracts inside its boundaries (refer to Figure 5.13-3 for census tract locations).

### 5.13.3.1 Race and Ethnicity

Table 5.13.2 shows the racial and ethnic composition of the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2010 Census data).

TABLE 5.13.2:  
El Sereno Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Los Angeles	49.8%	9.6%	0.7%	11.3%	0.1%	23.8%	50.2%
El Sereno	45.1%	2.3%	<b>1.5%</b>	11.2%	0.1%	<b>35.8%</b>	<b>54.9%</b>
<b>Census Tracts in El Sereno</b>							
1991.1	48.6%	1.4%	<b>1.8%</b>	5.9%	0.2%	<b>36.9%</b>	<b>51.4%</b>
2011.1	54.1%	1.6%	<b>1.2%</b>	10.2%	0.0%	<b>28.6%</b>	45.9%
2011.2	45.2%	2.5%	<b>1.4%</b>	9.8%	0.1%	<b>36.6%</b>	<b>54.8%</b>
2012	46.7%	1.3%	<b>1.3%</b>	7.3%	0.0%	<b>39.0%</b>	<b>53.3%</b>
2013.01	42.9%	2.4%	<b>0.9%</b>	12.3%	0.0%	<b>37.5%</b>	<b>57.1%</b>
2014.01	41.3%	3.3%	<b>1.5%</b>	10.7%	0.0%	<b>38.3%</b>	<b>58.7%</b>
2014.02	45.5%	0.7%	<b>1.3%</b>	18.8%	0.0%	<b>30.3%</b>	<b>54.5%</b>
2015.01	45.1%	0.9%	<b>2.1%</b>	9.1%	0.0%	<b>38.7%</b>	<b>54.9%</b>
2015.03	46.5%	0.8%	<b>1.2%</b>	5.1%	0.1%	<b>42.6%</b>	<b>53.5%</b>
2015.04	46.7%	1.2%	<b>2.6%</b>	7.2%	0.0%	<b>38.8%</b>	<b>53.3%</b>
2016.01	43.7%	2.2%	<b>1.4%</b>	13.0%	0.0%	<b>37.3%</b>	<b>56.3%</b>
2016.02	45.8%	1.1%	<b>1.4%</b>	10.9%	0.3%	<b>37.3%</b>	<b>54.2%</b>
2017	40.8%	7.3%	<b>1.0%</b>	<b>18.2%</b>	0.1%	<b>27.5%</b>	<b>59.2%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

As shown in Table 5.13.2, racial minorities comprise a slightly larger share (54.9 percent) of the population in the neighborhood of El Sereno than the County overall (49.7 percent). American Indians/Native Alaskans comprise 1.5 percent of the population of the neighborhood, which is slightly higher than the County overall (0.7 percent). In addition, 35.8 percent of the population of the neighborhood identifies as Some Other Race compared to 21.8 percent of the County overall. Although the racial demographics of the 13 census tracts in the neighborhood of El Sereno vary somewhat, racial minorities account for approximately 46 to 59 percent of the population in those census tracts. Each of the 13 census tracts in the neighborhood of El Sereno has a higher percentage of racial minorities than the County.

Table 5.13.3 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2010 Census data). As shown in Table 5.13.3, Hispanics/Latinos comprise a considerably larger share (81.7 percent) of the population in the neighborhood of El Sereno than the County overall (47.7 percent). Table 5.13.3 also shows that Hispanics/Latinos comprise between approximately 65 and 92 percent of the population in the 13 census tracts in El Sereno. Each of the 13 census tracts in the neighborhood of El Sereno has a higher percentage of Hispanics/Latinos than the County.



TABLE 5.13.3:  
El Sereno Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Los Angeles	50.2%	48.5%	38.2%	10.5%	2.81	29.7%	37.1%
El Sereno	<b>54.9%</b>	<b>81.7%</b>	<b>49.8%</b> <sup>5</sup>	10.5% <sup>5</sup>	<b>3.58</b> <sup>5</sup>	<b>34.8%</b> <sup>5</sup>	<b>48.5%</b> <sup>5</sup>
<b>Census Tracts in El Sereno</b>							
1991.1	<b>51.4%</b>	<b>88.0%</b>	<b>56.5%</b>	10.0%	<b>3.89</b>	<b>39.6%</b>	<b>52.8%</b>
2011.1	45.9%	<b>81.3%</b>	<b>60.0%</b>	10.5%	<b>3.57</b>	<b>26.2%</b>	<b>57.3%</b>
2011.2	<b>54.8%</b>	<b>82.1%</b>	37.1%	8.0%	<b>3.35</b>	<b>33.1%</b>	36.3%
2012	<b>53.3%</b>	<b>89.3%</b>	38.8%	8.1%	<b>3.63</b>	<b>41.1%</b>	39.2%
2013.01	<b>57.1%</b>	<b>79.8%</b>	46.7%	<b>12.1%</b>	<b>3.43</b>	<b>33.3%</b>	<b>56.1%</b>
2014.01	<b>58.7%</b>	<b>82.1%</b>	45.3%	9.0%	<b>3.75</b>	<b>41.2%</b>	<b>45.4%</b>
2014.02	<b>54.5%</b>	<b>76.6%</b>	<b>65.0%</b>	<b>18.2%</b>	<b>3.23</b>	<b>36.0%</b>	<b>52.3%</b>
2015.01	<b>54.9%</b>	<b>85.4%</b>	41.4%	10.6%	<b>3.53</b>	<b>31.9%</b>	<b>48.9%</b>
2015.03	<b>53.5%</b>	<b>91.8%</b>	33.4%	8.6%	<b>3.67</b>	<b>42.2%</b>	<b>46.5%</b>
2015.04	<b>53.3%</b>	<b>88.0%</b>	<b>52.1%</b>	8.6%	<b>4.08</b>	<b>38.4%</b>	<b>59.4%</b>
2016.01	<b>56.3%</b>	<b>80.4%</b>	<b>59.5%</b>	<b>12.1%</b>	<b>3.56</b>	<b>32.1%</b>	<b>51.6%</b>
2016.02	<b>54.2%</b>	<b>84.1%</b>	<b>61.1%</b>	<b>12.1%</b>	<b>3.63</b>	<b>29.5%</b>	<b>50.4%</b>
2017	<b>59.2%</b>	<b>65.1%</b>	<b>50.8%</b>	8.3%	<b>3.21</b>	<b>27.5%</b>	33.8%

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Average of the census tracts within the neighborhood of El Sereno.

ACS = American Community Survey

### 5.13.3.2 Housing Occupancy

Table 5.13.3 provides the percentage of owner-occupied residences in the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2010 Census data). As shown in Table 5.13.3, the percentage of owner-occupied residences in the neighborhood of El Sereno (49.8 percent) is slightly higher than the County overall (47.7 percent).

Table 5.13.3 also shows that between approximately 33 and 65 percent of the residences in the 13 census tracts in El Sereno are owner-occupied, and that 7 of the 13 census tracts in the neighborhood have a higher percentage of owner-occupied residences than the County overall.

### 5.13.3.3 Elderly Residents

Table 5.13.3 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2010 Census data). As shown in Table 5.13.3, elderly residents comprise a slightly smaller share (10.5 percent) of the population in the neighborhood of El Sereno than the County overall (10.9 percent). Table 5.13.3 also shows that elderly residents comprise between approximately 8 and 18 percent of the population in the 13 census tracts in El Sereno, and that 3 of the 13 census tracts in the neighborhood have a higher percentage of elderly residents than the County overall.

#### 5.13.3.4 Household Size

Table 5.13.3 shows the average household size in the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2010 Census data). As shown in Table 5.13.3, the average household size in the neighborhood of El Sereno (3.58 persons) is slightly larger than the County overall (2.98 persons). Table 5.13.3 also shows that the average household size in the 13 census tracts in the neighborhood of El Sereno ranges from 3.21 to 4.08 persons per household, and that each of the 13 census tracts in the neighborhood has a larger average household size than the County overall.

#### 5.13.3.5 Transit Dependency

Table 5.13.3 shows the percentage of the population that is transit-dependent in the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2007–2011 ACS data). As shown in Table 5.13.3, the transit-dependent population comprises a larger share (34.8 percent) of the population in the neighborhood of El Sereno than the County overall (25.2 percent). Table 5.13.3 also shows that the transit-dependent population in the 13 census tracts in the neighborhood of El Sereno ranges from approximately 26 to 42 percent of the population, and that each of the 13 census tracts in the neighborhood has a higher percentage of transit-dependent residents than the County overall.

#### 5.13.3.6 Housing Tenure

Table 5.13.3 also shows the percentages of the populations in the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in the community who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.13.3, long-term residents comprise a larger share (48.5 percent) of the population in the neighborhood of El Sereno than the County overall (39.6 percent). Table 5.13.3 also shows that the percentage of long-term residents in the 13 census tracts in the neighborhood of El Sereno ranges from approximately 34 to 60 percent of the population, and that 10 of the 13 census tracts in the community have a higher percentage of long-term residents than the County overall.

#### 5.13.3.7 Summary

As shown in Table 5.13.3 and described above, the neighborhood of El Sereno has a higher percentage of racial minorities, Hispanics/Latinos, owner-occupied residences, transit-dependent residents, long-term residents, and a larger average household size than the County overall. Further, Table 5.13.3 shows that all 13 of the census tracts in El Sereno exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, each of the 13 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the neighborhood of El Sereno appears to exhibit a high degree of community cohesion.

### 5.13.4 Economic Conditions

#### 5.13.4.1 Business Sector

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for a comparison between the key economic sectors of the County and the City of Los Angeles.

### 5.13.4.2 Employment and Income

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for information about the civilian labor force in the City of Los Angeles, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State.

Table 5.13.4 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Los Angeles, the neighborhood of El Sereno, and the 13 census tracts in El Sereno (based on 2007–2011 ACS data). As shown in Table 5.13.4, the neighborhood of El Sereno’s median household income (\$44,368) is lower than the County overall (\$56,266). Table 5.13.4 also shows that the median household income in the 13 census tracts in the neighborhood of El Sereno ranges from approximately \$35,588 to \$56,250, and that all 13 of the census tracts in the community each has a lower median household income than the County.

TABLE 5.13.4:  
El Sereno Income and Poverty

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Los Angeles	\$50,028	20.2%
El Sereno	\$44,368 <sup>3</sup>	17.6% <sup>3</sup>
<b>Census Tracts in El Sereno</b>		
1991.1	<b>\$38,879</b>	<b>25.6%</b>
2011.1	<b>\$43,375</b>	6.3%
2011.2	<b>\$42,820</b>	<b>27.8%</b>
2012	<b>\$37,530</b>	<b>30.8%</b>
2013.01	<b>\$35,588</b>	<b>22.7%</b>
2014.01	<b>\$41,964</b>	<b>22.2%</b>
2014.02	<b>\$44,095</b>	10.5%
2015.01	<b>\$51,718</b>	13.0%
2015.03	<b>\$38,203</b>	<b>26.4%</b>
2015.04	<b>\$44,944</b>	11.3%
2016.01	<b>\$48,182</b>	6.5%
2016.02	<b>\$56,250</b>	6.4%
2017	<b>\$53,235</b>	<b>19.3%</b>

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Average of the census tracts in the neighborhood of El Sereno.

Table 5.13.4 also shows that persons living below the poverty level comprise a slightly larger share (17.6 percent) of the population in the neighborhood of El Sereno than the County overall (16.3 percent). Table 5.13.4 also shows that the percentage of persons living below the poverty level in the 13 census tracts in the neighborhood of El Sereno ranges from approximately 6 to 31 percent of the population, and that 7 of the 13 census tracts in the neighborhood have a higher percentage of persons living below the poverty level than the County overall.

### 5.13.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Los Angeles had 1,492,099 primary jobs, 5,453 of which were located in the neighborhood of El Sereno. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The neighborhood of El Sereno includes five main business districts: (1) the Huntington Drive Corridor (between Collis Avenue and Van Horne Avenue); (2) the Eastern Avenue Corridor (between Huntington Drive and Gambier Street); (3) the Alhambra Avenue Corridor (between Valley Boulevard and the eastern border of the neighborhood); (4) the Western Valley Boulevard Corridor (between the western border of the neighborhood and Eastern Avenue); and (5) the Eastern Valley Boulevard Corridor (between Beattie Place and the eastern border of the neighborhood). All five of these business districts are within 0.5 mi of the project's Build Alternatives.

#### 5.13.4.4 Property Tax

The base property tax rate in the City of Los Angeles is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Los Angeles, the average additional debt service is 0.27 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of Los Angeles totaled approximately \$1.0 billion,<sup>2</sup> with a total assessed value of \$441.5 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 23.2 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of Los Angeles General Fund.

The total assessed value of the neighborhood of El Sereno was \$2.1 billion.<sup>5</sup> The estimated property tax collected during FY 2012–2013 is \$26.3 million, with \$6.1 million retained by the City of Los Angeles General Fund.

#### 5.13.4.5 Sales Tax

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for information about the current sales tax rate in the City of Los Angeles and the average sales tax revenue per business in 2011.

#### 5.13.4.6 Existing Access

The major east-west arterials in the neighborhood of El Sereno include Huntington Drive and Valley Boulevard. The major north-south arterials in the neighborhood of El Sereno include: Soto Street, Eastern Avenue, and Alhambra Avenue. Residents of El Sereno have access to I-710 in the eastern portion of the neighborhood via the Valley Boulevard interchange. Residents of El Sereno also have access to I-10 in the southern portion of the neighborhood via the Soto Street interchange.

### 5.13.5 Community Services, Facilities, and Utilities

#### 5.13.5.1 Police, Fire, and Library Facilities

##### Police Protection

Police protection services in the City of Los Angeles, including the neighborhood of El Sereno, are provided by the LAPD. The Hollenbeck Community Police Station in Boyle Heights serves the neighborhood of El Sereno. The LAPD does not operate any police stations within El Sereno.

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<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

## Fire Protection

The LAFD provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Los Angeles, including the neighborhood of El Sereno. Figure 5.13-4 shows the locations of the two fire stations staffed by the LAFD in El Sereno. One of these fire stations, Fire Station No. 47, located at 4575 Huntington Drive South, is within 0.5 mi of one or more of the project’s Build Alternatives.

## Libraries

The neighborhood of El Sereno is served by the El Sereno Branch of the City of Los Angeles Public Library located at 5226 Huntington Drive South. Figure 5.13-4 shows the location of the El Sereno Branch Library in El Sereno. The El Sereno Branch Library is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.13.5.2 Other Community Facilities

#### Hospitals

There are no hospital facilities in El Sereno.

#### Places of Worship

Places of worship offer additional neighborhood gathering areas in El Sereno. Figure 5.13-4 shows the locations of known places of worship in El Sereno.<sup>1</sup> Table 5.13.5 provides a list of the names and addresses of the known places of worship in the neighborhood of El Sereno that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.13.5:  
**Places of Worship in El Sereno Within 0.5 Mile of Build Alternatives**

Name	Address
All Saints Roman Catholic Church	3438 Portola Avenue
El Sereno Church of the Nazarene	2609 Haven Street
El Sereno Community Presbyterian Church	5114 Oakland Street
El Sereno Foursquare Church	5046 Huntington Drive South
El Sereno Lutheran Church	3306 North Eastern Avenue
Kingdom Hall of Jehovah’s Witness	3527 North Figueroa Street
Saint Bartholomew’s Episcopal Church	4752 Huntington Drive South
Thirty-fifth Church of Christ Scientist	5171 Huntington Drive North

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

#### Homeless Services and Shelters

There are no homeless service providers in El Sereno.

<sup>1</sup> Additional places of worship are believed to be located throughout El Sereno; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

### 5.13.5.3 Schools

#### Public Schools

The LAUSD provides educational services to the residents who live in the neighborhood of El Sereno. Figure 5.13-5 shows the locations of the public schools in El Sereno. Table 5.13.6 provides a list of the names, addresses, and operators of the public schools in El Sereno that are within 0.5 mi of the project’s Build Alternatives. Table 5.13.6 also provides information about the grades taught at each public school listed in the table.

TABLE 5.13.6:  
**Public Schools in El Sereno Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Anahuacalmecac University Preparatory High School/ Xinacalmecac Academy	4736 South Huntington Drive	LAUSD	K–6th
Chavez Elementary School	5243 Oakland Street	LAUSD	K–6th
El Sereno Elementary School	3838 Rosemead Avenue	LAUSD	K–6th
El Sereno Middle School	2839 North Eastern Avenue	LAUSD	6th–8th
Los Angeles County High School for the Arts	5151 State University Drive	LACOE	9th–12th
Sierra Park Elementary School	3170 Budau Avenue	LAUSD	K–6th
Sierra Vista Elementary School	4342 Alpha Street	LAUSD	K–6th
Stern Math and Science High School	5151 State University Drive, Lot 7	LAUSD	9th–12th

Source: California Department of Education, Public Schools, 2012–2013, <http://www.cde.ca.gov/re/sd/>, accessed September 2013.

K = Kindergarten

LACOE = Los Angeles County Office of Education

LAUSD = Los Angeles Unified School District

#### Private Schools

Figure 5.13-5 shows the locations of two private schools in the neighborhood of El Sereno. One of these private schools, All Saints Elementary School (located at 3420 Portola Avenue), is within 0.5 mi of the project’s Build Alternatives. Kindergarten through 8th grades are taught at All Saints Elementary School.

#### Colleges and Universities

El Sereno is the home of California State University, Los Angeles (Cal State LA), which is located at 5151 State University Drive. Figure 5.13-5 shows the location of Cal State LA in the neighborhood of El Sereno. Cal State LA is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.13.5.4 Parks, Community Centers, and Recreation Facilities

The City of Los Angeles operates and maintains three parks, one community center, and two recreation centers in the neighborhood of El Sereno. Figure 5.13-5 shows the locations of the parks, community centers, and recreational facilities in El Sereno.

Table 5.13.7 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in El Sereno that are within 0.5 mile of the project’s Build Alternatives. Table 5.13.7 also provides information about the size and amenities of each park, community center, or recreational facility listed in the table.

TABLE 5.13.7:

**Parks, Community Centers, and Recreation Facilities in El Sereno Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
El Sereno Arroyo Playground	5520 Concord Avenue	City of Los Angeles	1.0	The playground provides grassy hills, a playground area with equipment, a Fitness Zone for adults, walking paths, picnic tables, mosaics, decorative fencing, and a garden.
El Sereno North Park	4410 Garden Homes Avenue	City of Los Angeles	4.2	The park provides picnic tables with covered shelters, playground equipment, barbecues, ball fields, tennis courts, a meeting room, a kitchen facility, a heated swimming pool, an open grass area and restroom facilities.

Source 1: United States Parks Layer, Thomas Brothers 2009, Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: Los Angeles Recreation and Parks Department, available at <http://www.laparks.org/dos/parks/parks.htm>.

### 5.13.5.5 Bikeways and Recreational Trails

El Sereno has two Class II (striped, on-street) bikeways. The locations of these bikeways are shown on Figure 5.13-5. The Class II bikeway on Huntington Drive (between Esmeralda Street and Maycrest Avenue) is within 0.5 mi of the project's Build Alternatives.

### 5.13.5.6 Transit Services

Within the neighborhood of El Sereno, public transportation services are provided by Metro, Foothill Transit, LADOT DASH, and Monterey Park Spirit Bus. Table 5.13.8 provides a list of the existing bus routes within the neighborhood of El Sereno, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

Commuter rail service in the neighborhood of El Sereno is provided by Metrolink at the El Sereno Metrolink Station at 5150 State University Drive on the campus of Cal State LA.

### 5.13.5.7 Utilities

Table 5.13.9 provides a list of the utility service providers in the neighborhood of El Sereno.

**TABLE 5.13.8:  
 Existing Bus Service in El Sereno**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
76	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Main Street, Valley Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• El Monte Station</li> </ul>	12-15	16
78	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	10-20	16-40
79	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Huntington Drive	<ul style="list-style-type: none"> <li>• Downtown Los Angeles</li> <li>• Westfield Santa Anita</li> <li>• Arcadia</li> </ul>	20-30	40-45
251	Metro	Local	N-S	Mon.–Sun. <sup>2</sup>	Daly Street, Avenue 26	<ul style="list-style-type: none"> <li>• Lincoln/Cypress Station</li> <li>• LA County/USC Medical Center Station</li> <li>• South Gate Plaza</li> <li>• Saint Francis Hospital</li> </ul>	20	20
252	Metro	Local	N-S	Mon.–Sun. <sup>2</sup>	Soto Street, Griffin Avenue	<ul style="list-style-type: none"> <li>• LA County/USC Medical Center Station</li> <li>• South Gate Plaza</li> <li>• Saint Francis Hospital</li> </ul>	20	20
256	Metro	Local	N-S	Mon.–Sun. <sup>3</sup>	Lake Avenue, Eastern Avenue, Colorado Boulevard, Avenue 64	<ul style="list-style-type: none"> <li>• Pasadena City College</li> <li>• Huntington Memorial Hospital</li> <li>• Cal State LA</li> <li>• Del Mar Gold Line Station</li> <li>• Allen Gold Line Station</li> <li>• Memorial Park Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• Maravilla Gold Line Station</li> </ul>	45	45
378	Metro	Local/Limited	E-W	Mon.–Fri. <sup>4</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	18-23	–
485	Metro	Express	N-S	Mon.–Fri. <sup>1</sup>	Lake Avenue, Huntington Drive, Fremont Avenue, Valley Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center Station</li> <li>• Union Station</li> </ul>	40	60
493	FT	Express	W	Mon.–Fri. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	10	–
498	FT	Express	W	Mon.–Fri. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	10-30	–
499	FT	Express	W	Mon.–Fri. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	12-15	–
699	FT	Express	W	Mon.–Fri. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• Montclair TransCenter</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Downtown LA</li> </ul>	12-15	–
Silver Streak	FT	Express	E-W	Mon.–Sun. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• The Plaza at West Covina</li> <li>• El Monte Station</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	15-30	15-30



**TABLE 5.13.8:  
 Existing Bus Service in El Sereno**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
ES	LADOT DASH	Local	N-S	Mon.–Sun. <sup>6</sup>	Alhambra Avenue, Fowler Street, Hazard Avenue, Multnomah Street, Huntington Drive North	• Cal State LA	15-20	15-20
5	MP	Local	E-W	Mon.–Sun. <sup>7</sup>	Floral Drive, Corporate Center Drive, West Ramona Boulevard, West Riggan Street	• Cal State LA • Cal State LA Metrolink Station	30	30

Source 1: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Foothill Transit, Maps and Schedules, <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

Source 3: Los Angeles Department of Transportation, DASH Routes, <http://www.ladottransit.com/dash/>, accessed February 13, 2013.

Source 4: Monterey Park Spirit Bus, Spirit Bus, <http://www.ci.monterey-park.ca.us/index.aspx?page=1689>, accessed February 13, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective December 12, 2012.

<sup>4</sup> Schedule effective December 16, 2012.

<sup>5</sup> Schedule effective July 1, 2013.

<sup>6</sup> Schedule effective October 2012.

<sup>7</sup> Schedule as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

ES = El Sereno/City Terrace Route

Fri. = Friday

FT = Foothill Transit

I-10 = Interstate 10

LA = Los Angeles

LADOT DASH = Los Angeles Department of Transportation  
 Downtown Area Short Hop

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

MP = Monterey Park Spirit Bus

N = North

S = South

Sun. = Sunday

USC = University of Southern California

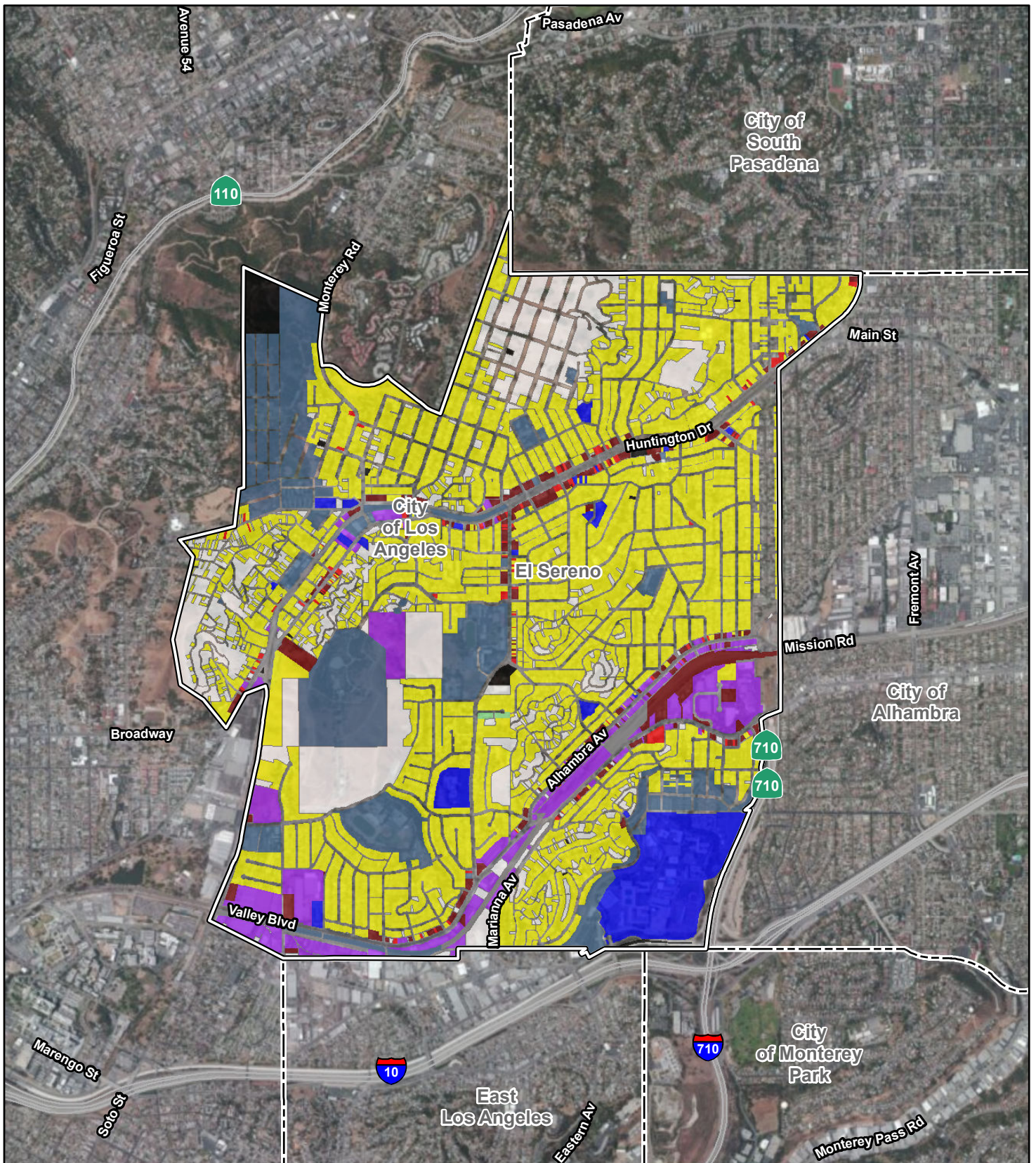
W = West

**TABLE 5.13.9:  
 El Sereno Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	City of Los Angeles Department of Water and Power
Gas	Southern California Gas Company
Sewer	City of Los Angeles Department of Public Works, Bureau of Sanitation
Solid Waste	City of Los Angeles Department of Public Works, Bureau of Sanitation
Telephone	Multiple Providers
Water	City of Los Angeles Department of Water and Power

Source: City of Los Angeles, Utilities, <http://cityofla.org/residents/Utilities/index.htm?laCategory=398>, accessed November 8, 2013.

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LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |

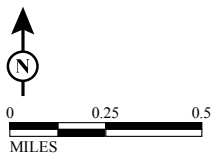
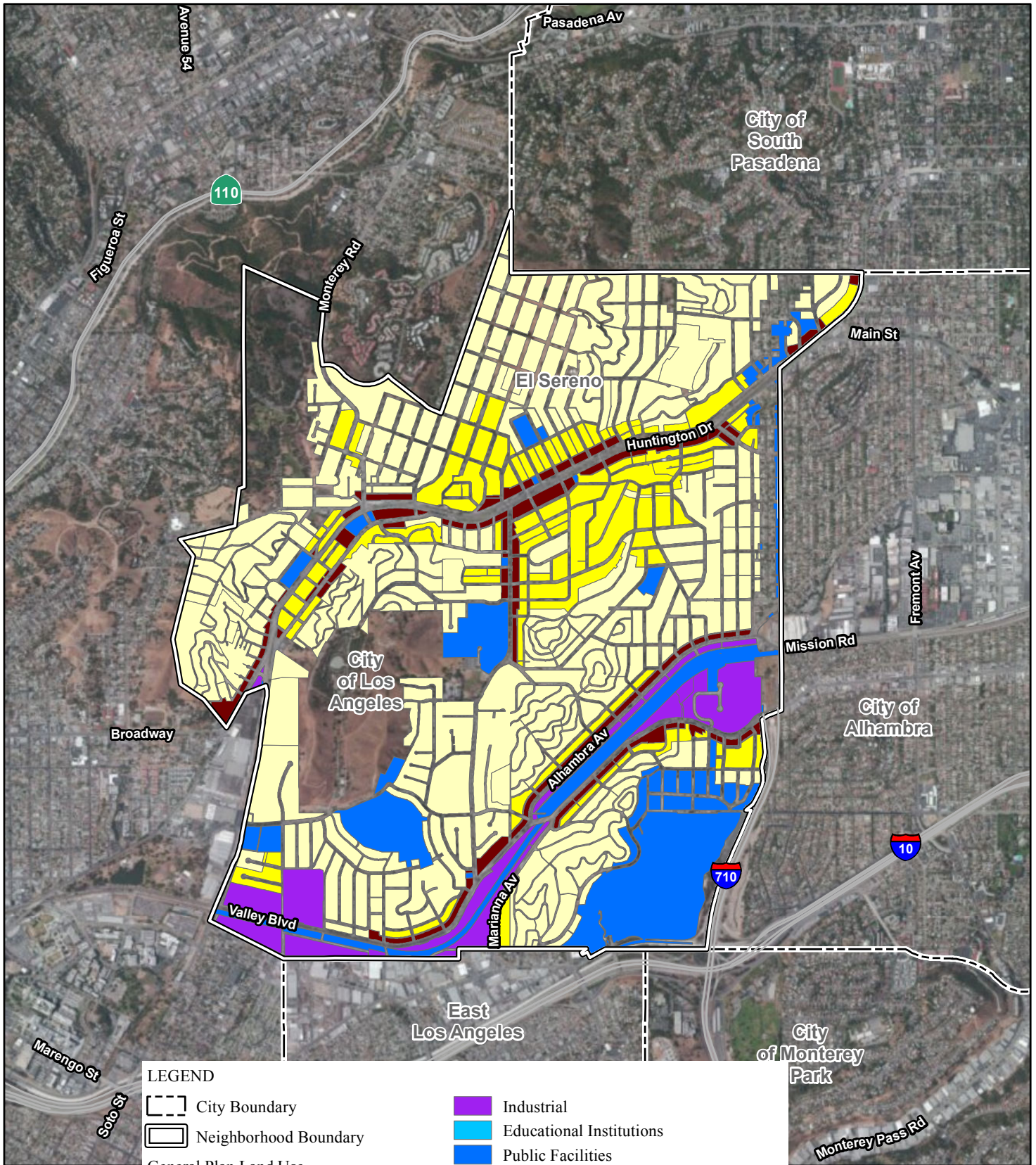


FIGURE 5.13-1

SR 710 North Study  
 El Sereno  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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**LEGEND**

City Boundary

Neighborhood Boundary

General Plan Land Use

Single Family Residential

Multi-Family Residential

Commercial/Office

Mixed Commercial and Industrial

Industrial

Educational Institutions

Public Facilities

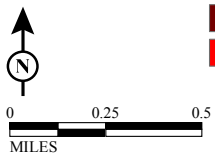
Mixed Urban

Local Parks, Open Space, and Recreation

Cemeteries

Transportation

FIGURE 5.13-2



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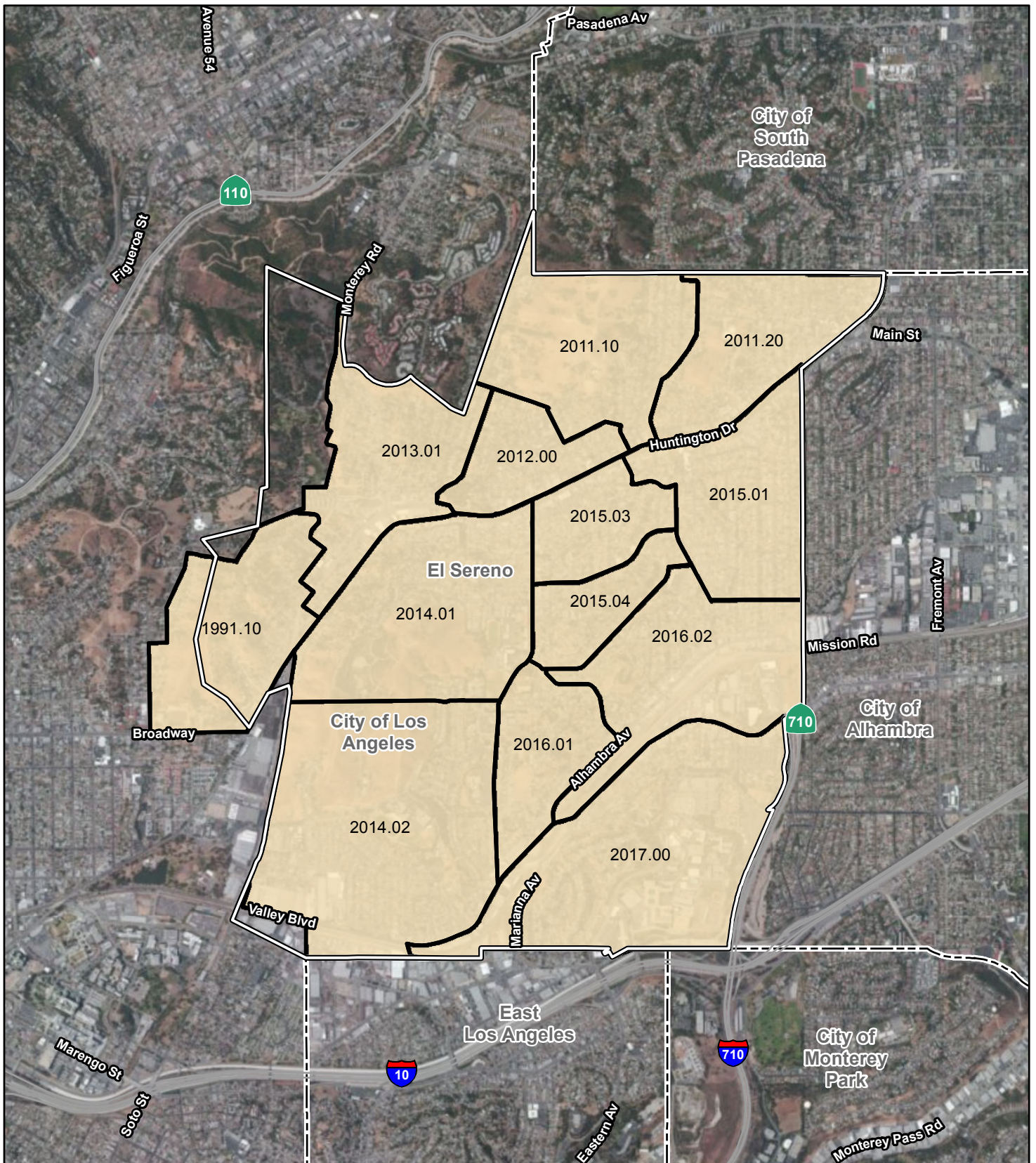



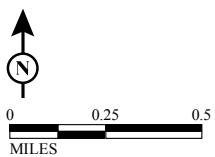


FIGURE 5.13-3

LEGEND

-  City Boundary
-  2010 Census Tract Boundary
-  Neighborhood Boundary

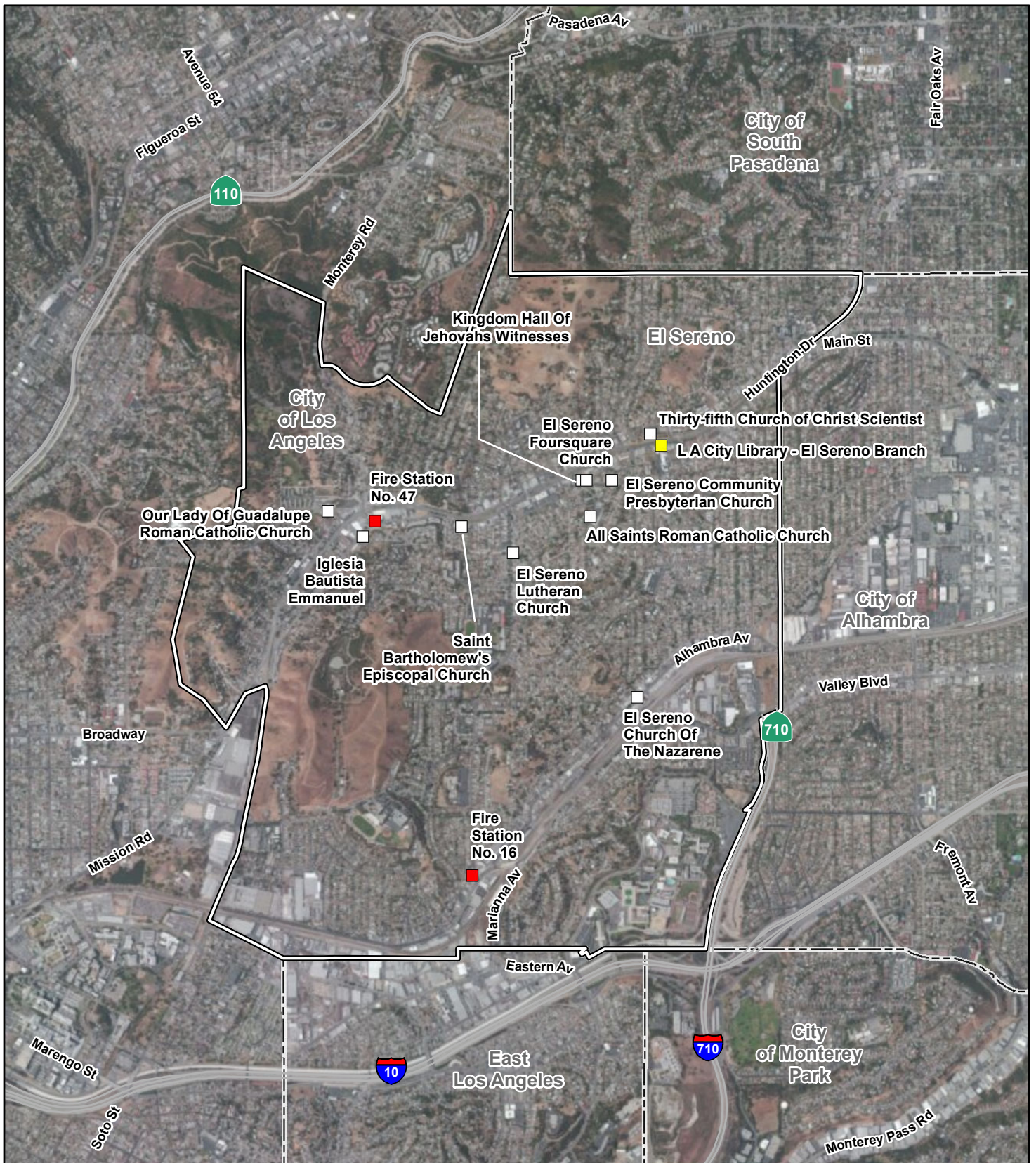


SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
 F:\CHM1105\GIS\MXD\CIA\ElSereno\_CensusTracts.mxd (10/28/2014)

SR 710 North Study  
 El Sereno Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

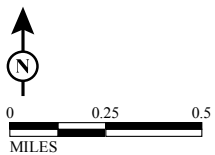
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LEGEND

- Fire Station
- Library
- Place of Worship
- City Boundary
- Neighborhood Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

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FIGURE 5.13-4

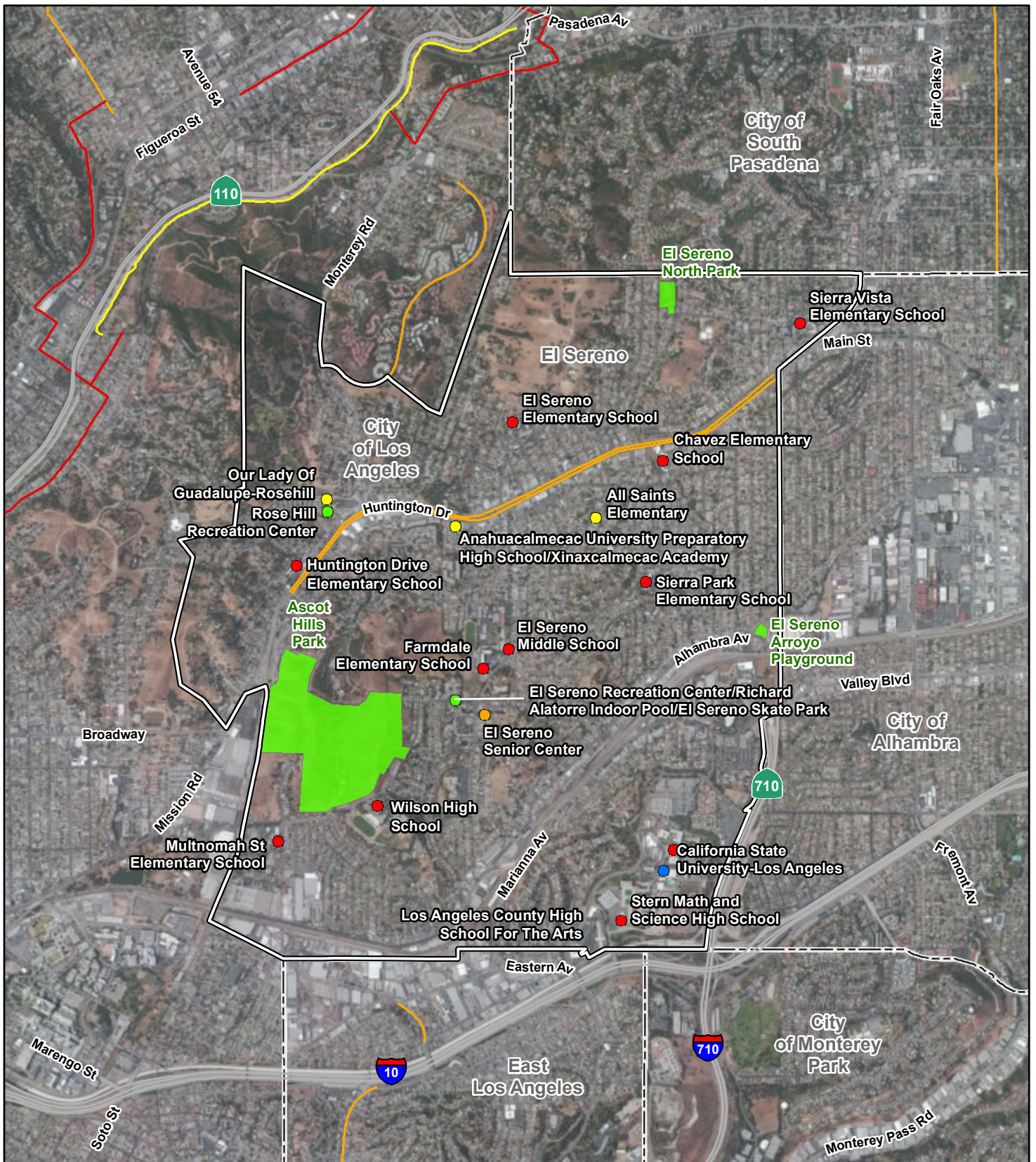
SR 710 North Study  
El Sereno Community Services  
and Facilities

07-LA-710 (SR 710)

EA 187900

EFIS 070000191

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LEGEND

- |                         |                     |                         |
|-------------------------|---------------------|-------------------------|
| ● Public School         | ■ Park              | --- City Boundary       |
| ● Private School        | — Class I Bikeway   | ▭ Neighborhood Boundary |
| ● College or University | — Class II Bikeway  |                         |
| ● Community Center      | — Class III Bikeway |                         |
| ● Recreation Facility   |                     |                         |

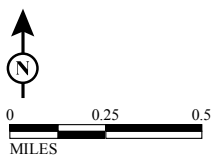


FIGURE 5.13-5

SR 710 North Study  
El Sereno Schools, Parks,  
and Recreation Facilities

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

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## 5.14 Glassell Park

### 5.14.1 Introduction

Glassell Park is a neighborhood within the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Glassell Park correspond to the official boundaries of the Glassell Park Neighborhood Council, as certified by the City of Los Angeles DONE on January 8, 2002.

#### 5.14.1.1 Location

The neighborhood of Glassell Park is located in the western part of the study area for the SR 710 North Study, and is bordered by the neighborhoods of Arroyo Seco and Eagle Rock to the east, the communities of Silver Lake and Atwater Village to the west, the City of Glendale to the north, and the neighborhood of Cypress Park to the south. The neighborhood of Glassell Park is approximately 7.6 sq mi in size, is approximately 0.5 mi northeast of I-5, and is bisected by SR 2. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Glassell Park within the study area for the SR 710 North Study.

#### 5.14.1.2 History

In 1784, Jose Maria Verdugo, a corporal in the Spanish Army, received a land grant and settled what he called the Rancho San Rafael. The tract was over 36,000 ac in size and included much of what is now Northeast Los Angeles. Andrew Glassell, a prominent Los Angeles attorney and the first president of the Los Angeles County Bar Association, received part of Rancho San Rafael from the lawsuit known as the Great Partition of 1871. Glassell Park was named for Andrew Glassell.

Many of the streets in the neighborhood are named after Glassell family members and friends. Toland Way, for example, was named after Glassell's wife, Lucie Toland. Andrita Street and Marguerite Street are named for his daughter and daughter-in-law, respectively. Drew Street is named for Glassell's grandson. Weldon Street, Chapman Street, Roswell Street, and Edward Street are named after family friends.<sup>1</sup>

The arrangement of the streets in the neighborhood of Glassell Park provides a complex corridor linking the neighborhoods of Cypress Park, Mt. Washington, Atwater Village, Highland Park, and Eagle Rock. It is primarily a residential and commercial area with some industrial activity that is located generally east of San Fernando Road, along an axis formed by Eagle Rock Boulevard between Division Street and York Boulevard. Outlying neighborhoods extend up the northern slopes of Mt. Washington, along the Fletcher Drive corridor between San Fernando Road and Eagle Rock Boulevard, and in the Verdugo Road corridor between Eagle Rock Boulevard and the City of Glendale.

The neighborhood has evolved into a complex mix of land uses over the years. Residential uses are located adjacent to industrial and commercial uses. Several large apartment complexes intrude into older, lower density residential areas. In recent years, Glassell Park has increased its visibility and

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<sup>1</sup> The Glassell Park Improvement Association, Our History, <http://www.gpia.org/OurHistory.html>, accessed August 2, 2013.

identity in Northeast Los Angeles by erecting monument signs in the median of Eagle Rock Boulevard to announce itself to passing motorists.<sup>1</sup>

## 5.14.2 Land Use and Planning

Designated land uses are summarized from the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan for the neighborhood of Glassell Park. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.14.2.1 Existing Land Uses

The existing land uses in the neighborhood of Glassell Park are illustrated on Figure 5.14-1. The acreage and percentage of existing land uses in the neighborhood of Glassell Park are shown in Table 5.14.1. Table 5.14.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.14.1:  
**Glassell Park Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	61.4	5
Industrial	160.2	12
Institutional	22.9	2
Mixed Commercial	10.3	1
Open Space and Recreation	1.6	0
Other	2.8	0
Public	232.0	18
Residential	642.1	50
Transportation and Utilities	17.1	1
Vacant	140.0	11
<b>Total</b>	<b>1,290.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.14.1, residential uses are the primary land use in Glassell Park, comprising approximately 50 percent of the land within the neighborhood, followed by public uses (18 percent). As shown on Figure 5.14-1 and described in Table 5.14.1, 140 ac (11 percent) of the land in the community are vacant.

### 5.14.2.2 General Plan Land Uses

General Plan land use designations for the City of Los Angeles, which guide future development in the neighborhood of Glassell Park, are illustrated on Figure 5.14-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of Los Angeles and compiled by SCAG into generalized land use designations incorporated in the RTP.

<sup>1</sup> Northeast Los Angeles Community Plan, June 1999.

Of the 140 ac of vacant land in Glassell Park, approximately 101 ac are designated for single-family residential uses, 16 ac are designated for public facility uses, and 7 ac are designated for multifamily residential uses. The remaining 16 ac are designated for commercial/office, industrial, and local parks, open space, and recreation uses.

#### **5.14.2.3 Adopted Goals and Policies**

A list of goals and policies in the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan that are relevant to the SR 710 North Study is provided in Section 5.10 of this CIA (the Eagle Rock community profile). Such goals and policies are also applicable to the neighborhood of Glassell Park.

#### **5.14.2.4 Development Trends and Growth**

The neighborhood of Glassell Park is primarily a built-out community. While the Northeast Los Angeles Community Plan contains policies to promote quality development within Glassell Park, the neighborhood has very little vacant land available for new development (refer to Figure 5.14-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for a brief comparison of population, household, and employment growth trends and forecasts for the City of Los Angeles versus the County.

### **5.14.3 Community Character and Cohesion**

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant Census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the neighborhood of Glassell Park and the eight census tracts inside its boundaries (refer to Figure 5.14-3 for the locations of these census tracts).

#### **5.14.3.1 Race and Ethnicity**

Table 5.14.2 shows the racial and ethnic composition of the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2010 Census data). As shown in Table 5.14.2, racial minorities comprise a slightly larger share (56.4 percent) of the population in the neighborhood of Glassell Park than the County overall (49.7 percent). Asians comprise 22.5 percent of the population of the neighborhood, which is higher than the County overall (13.7 percent). In addition, 26.5 percent of the population in the neighborhood identifies as Some Other Race compared to 21.8 percent of the County overall. In addition, American Indians/Native Alaskans comprise 0.8 percent of the population in Glassell Park, which is slightly higher than the County overall (0.7 percent). Although the racial demographics of the eight census tracts in the neighborhood of Glassell Park vary somewhat, racial minorities account for approximately 51 to 69 percent of the population in those census tracts. In the neighborhood of Glassell Park, each of the eight census tracts has a higher percentage of racial minorities than the County.

TABLE 5.14.2:  
**Glassell Park Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Los Angeles	49.8%	9.6%	0.7%	11.3%	0.1%	23.8%	50.2%
Glassell Park	43.6%	1.9%	<b>0.8%</b>	<b>22.5%</b>	0.1%	<b>26.5%</b>	<b>56.4%</b>
<b>Census Tracts in Glassell Park</b>							
1861	49.0%	1.6%	0.5%	<b>30.5%</b>	0.2%	12.5%	<b>51.0%</b>
1862.01	31.0%	2.4%	<b>0.8%</b>	<b>37.8%</b>	0.0%	<b>23.5%</b>	<b>69.0%</b>
1862.02	41.3%	2.6%	0.3%	<b>35.7%</b>	0.1%	14.8%	<b>58.7%</b>
1863.01	45.8%	2.8%	0.4%	10.2%	0.1%	<b>34.6%</b>	<b>54.2%</b>
1863.02	48.2%	2.3%	<b>0.9%</b>	<b>19.9%</b>	0.1%	<b>24.2%</b>	<b>51.8%</b>
1864.01	45.6%	0.9%	<b>1.0%</b>	<b>12.5%</b>	0.1%	<b>37.1%</b>	<b>54.4%</b>
1864.03	41.3%	1.3%	<b>1.0%</b>	<b>20.5%</b>	0.1%	<b>31.7%</b>	<b>58.7%</b>
1864.04	38.7%	1.1%	<b>1.1%</b>	<b>14.1%</b>	0.0%	<b>39.9%</b>	<b>61.3%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

Table 5.14.3 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2010 Census data). As shown in Table 5.14.3, Hispanics/Latinos comprise a larger share (58.9 percent) of the population in the neighborhood of Glassell Park than the County overall (47.7 percent). Table 5.14.3 also shows that Hispanics/Latinos comprise between approximately 35 and 83 percent of the population in the eight census tracts in Glassell Park. In Glassell Park, five of the eight census tracts have a higher percentage of Hispanics/Latinos than the County.

### 5.14.3.2 Housing Occupancy

Table 5.14.3 provides the percentage of owner-occupied residences in the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2010 Census data). As shown in Table 5.14.3, the percentage of owner-occupied residences in the neighborhood of Glassell Park (38.9 percent) is lower than the County overall (47.7 percent). Table 5.14.3 also shows that between approximately 14 and 62 percent of the residences in the eight census tracts in Glassell Park are owner-occupied, and that three of the eight census tracts in the neighborhood have a higher percentage of owner-occupied residences than the County overall.

### 5.14.3.3 Elderly Residents

Table 5.14.3 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2010 Census data). As shown in Table 5.14.3, elderly residents comprise a slightly smaller share (10.6 percent) of the population in the neighborhood of Glassell Park than the County overall (10.9 percent). Table 5.14.3 also shows that elderly residents comprise between approximately 7 and 15 percent of the population in the eight census tracts in Glassell Park, and that four of the eight census tracts in the neighborhood have a higher percentage of elderly residents than the County overall.



TABLE 5.14.3:  
Glassell Park Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Los Angeles	50.2%	48.5%	38.2%	10.5%	2.81	29.7%	37.1%
Glassell Park	<b>56.4%</b>	<b>58.9%</b>	38.9% <sup>5</sup>	10.6% <sup>5</sup>	<b>3.20</b> <sup>5</sup>	<b>31.4%</b> <sup>5</sup>	<b>46.0%</b> <sup>5</sup>
<b>Census Tracts in Glassell Park</b>							
1861	<b>51.0%</b>	35.0%	<b>62.4%</b>	<b>14.9%</b>	2.68	12.4%	<b>49.2%</b>
1862.01	<b>69.0%</b>	42.3%	28.3%	<b>13.5%</b>	2.73	<b>38.6%</b>	33.9%
1862.02	<b>58.7%</b>	44.9%	<b>49.9%</b>	<b>11.5%</b>	2.89	23.5%	<b>55.3%</b>
1863.01	<b>54.2%</b>	<b>73.5%</b>	22.5%	6.9%	<b>3.45</b>	<b>41.1%</b>	34.6%
1863.02	<b>51.8%</b>	<b>55.1%</b>	<b>60.8%</b>	10.8%	<b>3.00</b>	21.1%	<b>48.7%</b>
1864.01	<b>54.4%</b>	<b>82.7%</b>	14.2%	8.2%	<b>3.65</b>	<b>48.0%</b>	35.6%
1864.03	<b>58.7%</b>	<b>71.7%</b>	43.0%	<b>11.3%</b>	<b>3.61</b>	<b>29.8%</b>	<b>55.1%</b>
1864.04	<b>61.3%</b>	<b>77.9%</b>	29.8%	7.9%	<b>3.62</b>	<b>36.5%</b>	<b>55.4%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Average of the census tracts within the neighborhood of Glassell Park.

ACS = American Community Survey

#### 5.14.3.4 Household Size

Table 5.14.3 shows the average household size in the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2010 Census data). As shown in Table 5.14.3, the average household size in the neighborhood of Glassell Park (3.20 persons) is slightly larger than the County overall (2.98 persons). Table 5.14.3 also shows that the average household size in the eight census tracts in Glassell Park ranges from 2.68 to 3.65 persons per household, and that five of the eight census tracts in the neighborhood have a larger average household size than the County overall.

#### 5.14.3.5 Transit Dependency

Table 5.14.3 shows the percentage of the population that is transit-dependent in the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2007–2011 ACS data). As shown in Table 5.14.3, the transit-dependent population comprises a slightly larger share (31.4 percent) of the neighborhood of Glassell Park’s population than the County overall (25.2 percent). Table 5.14.3 also shows that the transit-dependent population in the eight census tracts in Glassell Park ranges from approximately 12 to 48 percent of the population, and that five of the eight census tracts in the neighborhood have a higher percentage of transit-dependent residents than the County overall.

#### 5.14.3.6 Housing Tenure

Table 5.14.3 also shows the percentages of the populations in the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in the neighborhood who have lived

in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.14.3, long-term residents comprise a larger share (46.0 percent) of the neighborhood of Glassell Park’s population than the County overall (39.6 percent). Table 5.14.3 also shows that the percentage of long-term residents in the eight census tracts in the neighborhood of Glassell Park ranges from approximately 34 to 55 percent of the population, and that five of the eight census tracts in the neighborhood have a higher percentage of long-term residents than the County overall.

### **5.14.3.7 Summary**

As shown in Table 5.14.3 and described above, the neighborhood of Glassell Park has a higher percentage of racial minorities, Hispanics/Latinos, transit-dependent residents, and long-term residents, and a larger average household size than the County overall. Further, Table 5.14.3 shows that each of the eight census tracts in Glassell Park exhibits one or more community cohesion indicators in comparison to the overall County population. In fact, each of the eight census tracts demonstrated three or more community cohesion indicators when compared to the County. Based on these factors, the neighborhood of Glassell Park appears to exhibit a high degree of community cohesion.

## **5.14.4 Economic Conditions**

### **5.14.4.1 Business Sector**

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for a comparison between the key economic sectors of the County and the City of Los Angeles.

### **5.14.4.2 Employment and Income**

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for information about the civilian labor force in the City of Los Angeles, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State.

Table 5.14.4 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Los Angeles, the neighborhood of Glassell Park, and the eight census tracts in Glassell Park (based on 2007–2011 ACS data). As shown in Table 5.14.4, the neighborhood of Glassell Park’s median household income (\$55,561) is lower than the County overall (\$56,266). Table 5.14.4 also shows that the median household income in the eight census tracts in the neighborhood of Glassell Park ranges from approximately \$42,500 to \$77,390, and that six of the eight census tracts in the neighborhood have a lower median household income than the County.

Table 5.14.4 also shows that persons living below the poverty level comprise a slightly smaller share (13.5 percent) of the neighborhood of Glassell Park’s population than the County overall (16.3 percent). Table 5.14.4 also shows that the percentage of persons living below the poverty level in the eight census tracts in the neighborhood of Glassell Park ranges from approximately 2 to 24 percent of the population, and that three of the eight census tracts in the community have a higher percentage of persons living below the poverty level than the County overall.

TABLE 5.14.4:  
**Glassell Park Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Los Angeles	<b>\$50,028</b>	20.2%
Glassell Park	<b>\$55,561</b> <sup>3</sup>	13.5% <sup>3</sup>
<b>Census Tracts in Glassell Park</b>		
1861	\$77,390	5.1%
1862.01	<b>\$46,750</b>	15.2%
1862.02	<b>\$55,776</b>	1.6%
1863.01	<b>\$47,634</b>	<b>24.4%</b>
1863.02	\$76,533	7.9%
1864.01	<b>\$42,500</b>	<b>24.0%</b>
1864.03	<b>\$48,098</b>	11.7%
1864.04	<b>\$49,808</b>	<b>18.3%</b>

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> Italicized numbers in bold indicate the values are lower than the County average.

<sup>2</sup> Italicized numbers in bold indicate the values are higher than the County average.

<sup>3</sup> Average of the census tracts in the neighborhood of Glassell Park.

### 5.14.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Los Angeles had 1,492,099 primary jobs, 4,299 of which were located in the neighborhood of Glassell Park. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The neighborhood of Glassell Park includes three main business districts: (1) the San Fernando Road Corridor (entire length within the community); (2) the Eagle Rock Boulevard Corridor (between San Fernando Road and the eastern border of the community); and (3) the Verdugo Road Corridor (between Wawona Street and Fillion Street). One of these business districts, the Eagle Rock Boulevard Corridor, is within 0.5 mi of the project’s Build Alternatives.

### 5.14.4.4 Property Tax

The base property tax rate in the City of Los Angeles is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Los Angeles, the average additional debt service is 0.27 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of Los Angeles totaled approximately \$1.0 billion,<sup>2</sup> with a total assessed value of \$441.5 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 23.2 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of Los Angeles General Fund.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

The total assessed value of the Glassell Park community was \$1.6 billion.<sup>1</sup> The estimated property tax collected during FY 2012–2013 is \$20.6 million, with \$4.8 million retained by the City of Los Angeles General Fund.

#### **5.14.4.5 Sales Tax**

Refer to Section 5.10 of this CIA (the Eagle Rock community profile) for information about the current sales tax rate in the City of Los Angeles and the average sales tax revenue per business in 2011.

#### **5.14.4.6 Existing Access**

The major east-west arterials in the neighborhood of Glassell Park include Fletcher Drive and York Boulevard. The major north-south arterials in the neighborhood of Glassell Park include: San Fernando Road, Eagle Rock Boulevard, and Verdugo Road. Residents of Glassell Park have access to SR 2 in the central portion of the neighborhood via the San Fernando Road, Avenue 36, Eagle Rock Boulevard, Verdugo Road, and York Boulevard interchanges.

### **5.14.5 Community Services, Facilities, and Utilities**

#### **5.14.5.1 Police, Fire, and Library Facilities**

##### **Police Protection**

Police protection services in the City of Los Angeles, including the neighborhood of Glassell Park, are provided by the LAPD. The Northeast Community Police Station at 3353 San Fernando Road serves the neighborhood of Glassell Park. Figure 5.14-4 shows the location of the Northeast Community Police Station in Glassell Park. The Northeast Community Police Station is not within 0.5 mi of the project's Build Alternatives.

##### **Fire Protection**

The LAFD provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Los Angeles, including the neighborhood of Glassell Park. Glassell Park is served by Fire Station No. 50, which is located at 3036 Fletcher Drive. Figure 5.14-4 shows the location of Fire Station No. 50 in Glassell Park. Fire Station No. 50 is not within 0.5 mi of the project's Build Alternatives.

##### **Libraries**

There are no public libraries in the neighborhood Glassell Park.

#### **5.14.5.2 Other Community Facilities**

##### **Hospitals**

There are no hospital facilities in the neighborhood Glassell Park.

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<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

## Places of Worship

Places of worship offer additional community gathering areas in Glassell Park. Figure 5.14-4 shows the locations of known places of worship in Glassell Park.<sup>1</sup> One of these places of worship, the Occidental United Presbyterian Church located at 4390 York Boulevard, is within 0.5 mi of the project's Build Alternatives.

## Homeless Services and Shelters

There are no homeless service providers in the neighborhood of Glassell Park.

### 5.14.5.3 Schools

#### Public Schools

The LAUSD provides educational services to the residents who live in Glassell Park. Figure 5.14-5 shows the locations of the public schools in the neighborhood of Glassell Park. There are no public schools in Glassell Park within 0.5 mi of the project's Build Alternatives.

#### Private Schools

Glassell Park has several private elementary and high schools. Figure 5.14-5 shows the locations of these private schools. One of these private schools, Montessori Children's World, located at 4371 Eagle Rock Boulevard, is within 0.5 mi of one or more of the project's Build Alternatives. Montessori Children's World provides classroom instruction to students in Kindergarten through 2nd Grade.

### 5.14.5.4 Parks, Community Centers, and Recreation Facilities

The City of Los Angeles operates and maintains two parks, one community center, and one recreation center in the neighborhood of Glassell Park. In addition, the City of Los Angeles operates the Rio de Los Angeles State Park in Glassell Park under a management agreement with the California Department of Parks and Recreation. Figure 5.14-5 shows the locations of the parks, community centers, and recreational facilities in Glassell Park. There are no parks, community centers, and recreation facilities in Glassell Park within 0.5 mi of the project's Build Alternatives.

### 5.14.5.5 Bikeways and Recreational Trails

Glassell Park has one Class II (striped, on-street) bikeway on Eagle Rock Boulevard (between York Boulevard and Division Street), the location of which is shown on Figure 5.14-5. The Class II bikeway on Eagle Rock Boulevard is within 0.5 mi of the project's Build Alternatives.

### 5.14.5.6 Transit Services

Within Glassell Park, public transportation services are provided by Metro and LADOT DASH. Table 5.14.5 provides a list of the existing bus routes within Glassell Park, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

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<sup>1</sup> Additional places of worship are believed to be located throughout Glassell Park; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

**TABLE 5.14.5:  
 Existing Bus Service in Glassell Park**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
84	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Colorado Boulevard, Eagle Rock Boulevard, Figueroa Street, San Fernando Road	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Union Station</li> <li>Glassell Park Recreation Area</li> <li>Occidental College</li> <li>Eagle Rock Plaza</li> </ul>	20	20
90	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Foothill Boulevard, Glendale Avenue	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Glendale Station</li> <li>Lincoln Heights/Cypress Park Gold Line Station</li> <li>Olive View Medical Center</li> <li>LA Mission College</li> <li>Hansen Dam Park</li> <li>Sunland Park Center</li> </ul>	12	20
91	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Foothill Boulevard, Glendale Avenue	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Glendale Station</li> <li>Lincoln Heights/Cypress Park Gold Line Station</li> <li>Olive View Medical Center</li> <li>LA Mission College</li> <li>Hansen Dam Park</li> <li>Sunland Park Center</li> </ul>	12	20
94	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	San Fernando Road	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>Sun Valley Station</li> <li>Bob Hope Airport</li> <li>Burbank Town Center</li> <li>Burbank Station</li> <li>Glendale Station</li> <li>Sylmar Station</li> </ul>	15	30
685	Metro	Shuttle/Circulator	N-S	Mon.–Fri. <sup>2</sup>	Eagle Rock Boulevard, Verdugo Road	<ul style="list-style-type: none"> <li>Glendale College</li> <li>Eagle Rock Plaza</li> <li>Occidental College</li> <li>Glassell Park Recreation Area</li> </ul>	30	30
794	Metro	Rapid	N-S	Mon.–Fri. <sup>1</sup>	San Fernando Road, Hill Street	<ul style="list-style-type: none"> <li>Bob Hope Airport</li> <li>Civic Center/Grand Park Red/Purple Line Station</li> <li>Pershing Square Red/Purple Line Station</li> <li>7<sup>th</sup> Street/Metro Center Red/Purple Line Station</li> </ul>	15	30

 Source: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 16, 2012.

Fri. = Friday

LA = Los Angeles

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sun. = Sunday

### 5.14.5.7 Utilities

Table 5.14.6 provides a list of the utility service providers in Glassell Park.

TABLE 5.14.6:  
**Glassell Park Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	City of Los Angeles Department of Water and Power
Gas	Southern California Gas Company
Sewer	City of Los Angeles Department of Public Works, Bureau of Sanitation
Solid Waste	City of Los Angeles Department of Public Works, Bureau of Sanitation
Telephone	Multiple Providers
Water	City of Los Angeles Department of Water and Power

Source: City of Los Angeles, Utilities, <http://cityofla.org/residents/Utilities/index.htm?laCategory=398>, accessed November 8, 2013.

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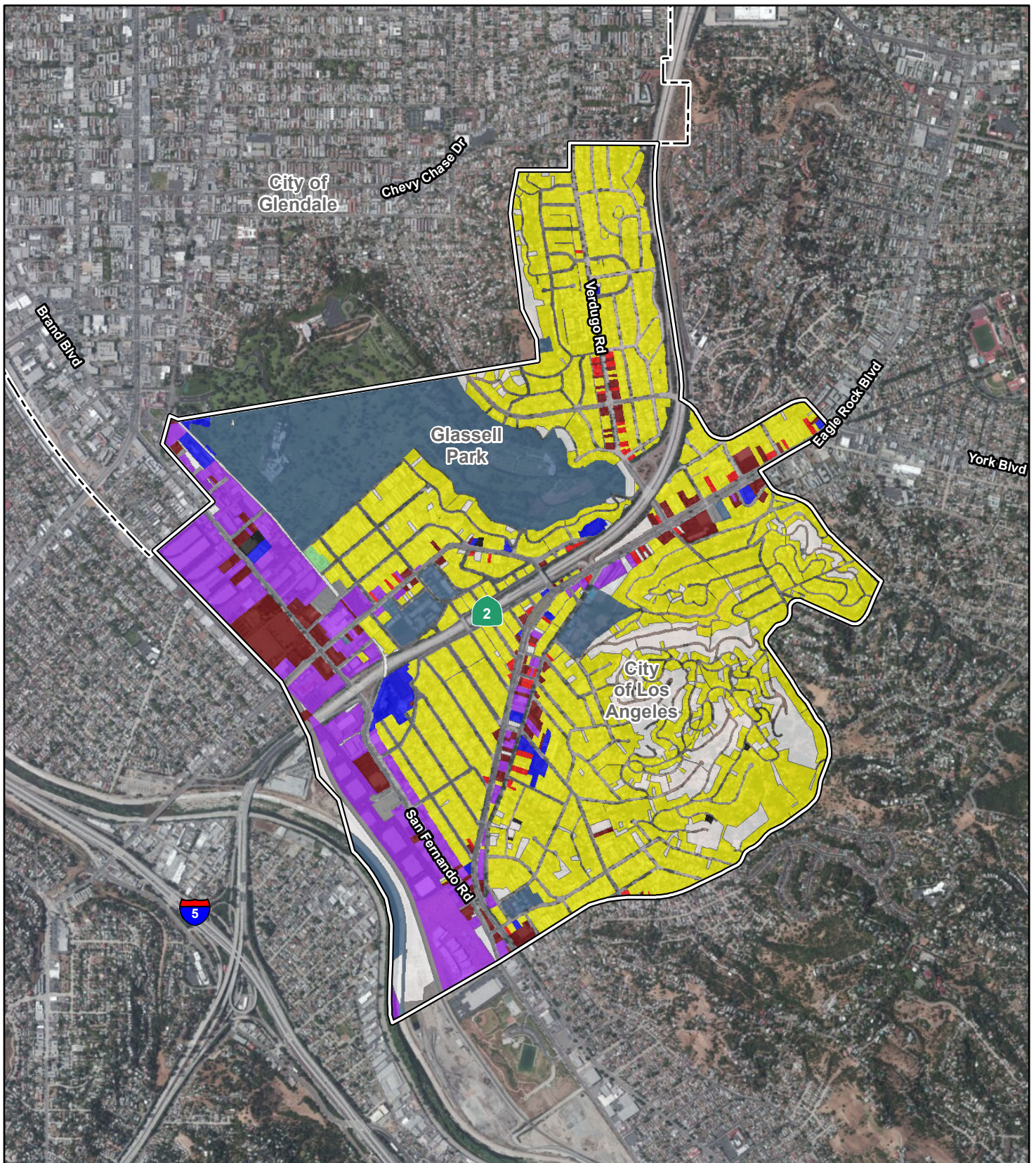
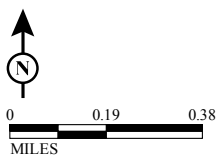


FIGURE 5.14-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SR 710 North Study  
Glassell Park  
Existing Land Uses

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

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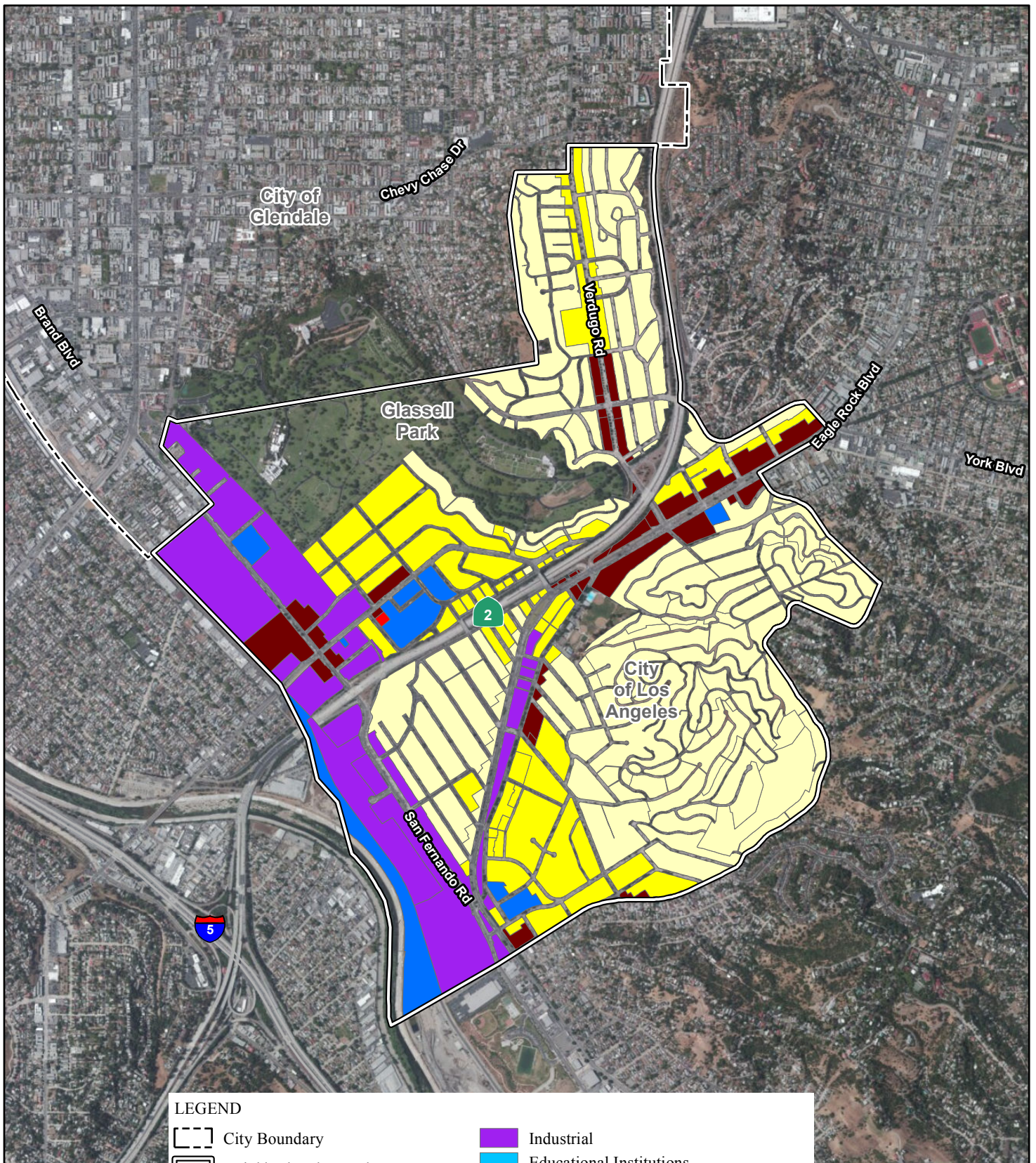
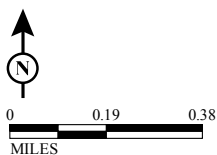


FIGURE 5.14-2

SR 710 North Study  
Glassell Park  
General Plan Land Uses

07-LA-710 (SR 710)  
EA 187900  
EFIS 070000191






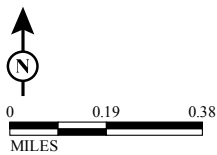
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FIGURE 5.14-3

LEGEND

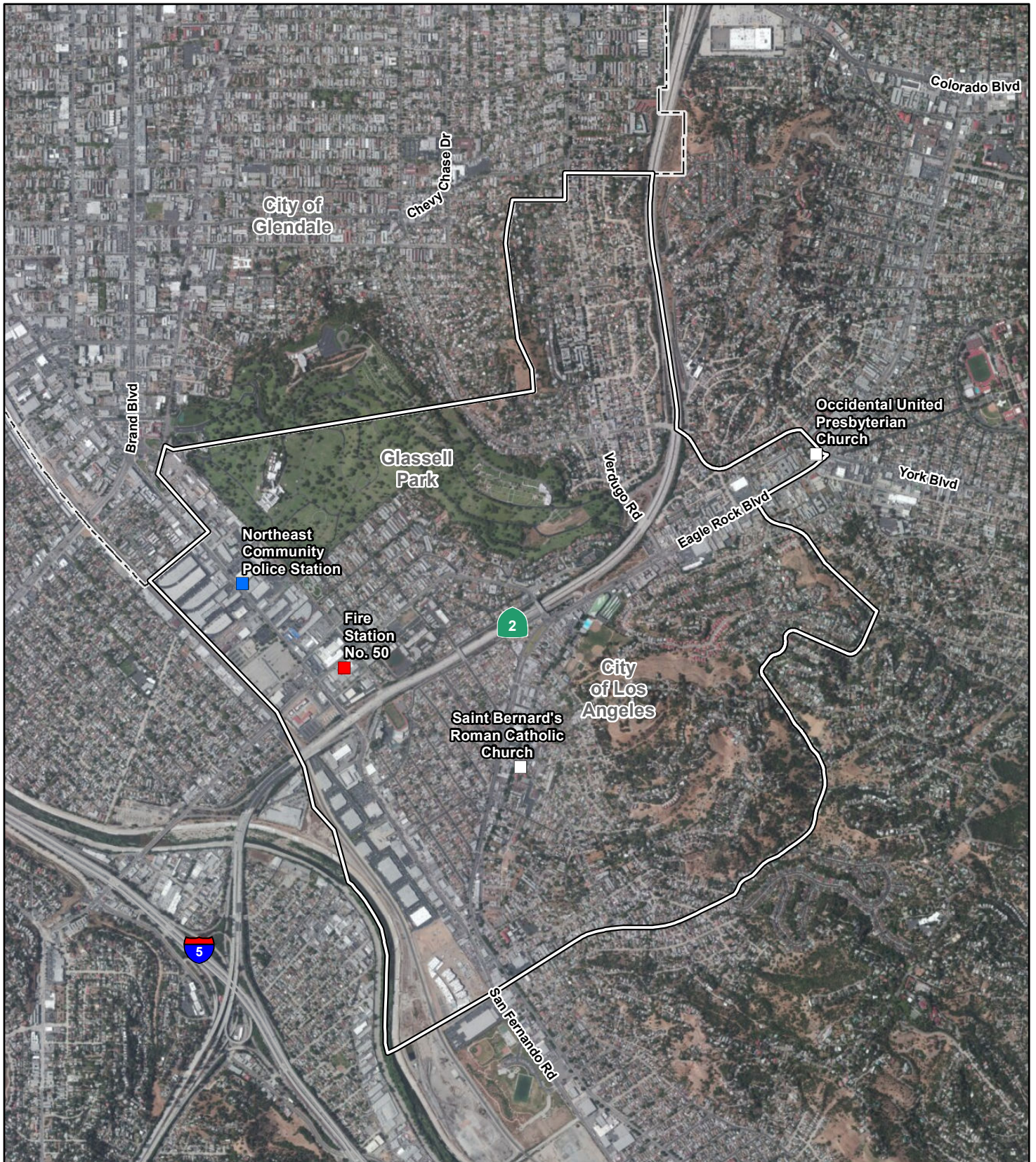
-  City Boundary
-  2010 Census Tract Boundary
-  Neighborhood Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
 F:\CHM1105\GIS\MXD\CIA\GlassellPark\_CensusTracts.mxd (10/28/2014)

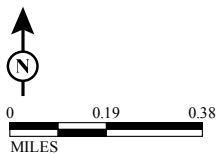
*SR 710 North Study*  
**Glassell Park Census Tract Boundaries**  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

- Police
- Fire Station
- Place of Worship
- City Boundary
- Neighborhood Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

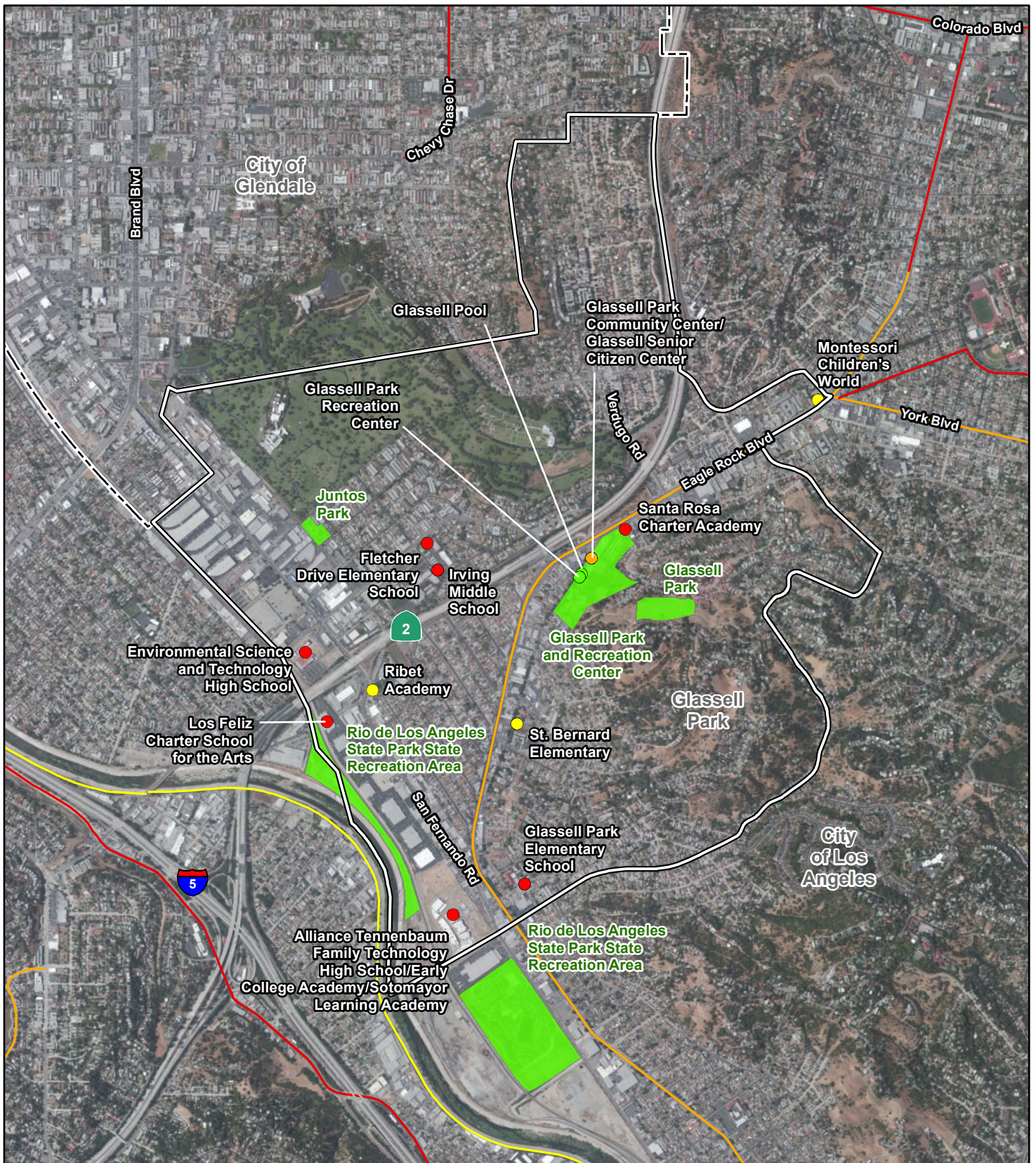
F:\CHM1105\GIS\MXD\CIA\GlassellPark\_CommServicesFacilities.mxd (10/28/2014)

FIGURE 5.14-4

*SR 710 North Study*  
**Glassell Park Community Services and Facilities**  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

- |                       |                     |                         |
|-----------------------|---------------------|-------------------------|
| ● Public School       | ■ Park              | --- City Boundary       |
| ● Private School      | — Class I Bikeway   | ▭ Neighborhood Boundary |
| ● Community Center    | — Class II Bikeway  |                         |
| ● Recreation Facility | — Class III Bikeway |                         |

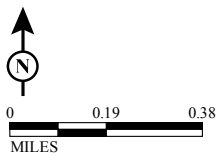


FIGURE 5.14-5

SR 710 North Study  
Glassell Park Schools, Parks,  
and Recreation Facilities

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

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## 5.15 Glendale

### 5.15.1 Introduction

#### 5.15.1.1 Location

The City of Glendale is located in the northwest part of the study area for the SR 710 North Study, and is bordered by the unincorporated community of La Crescenta-Montrose to the north, the City of La Cañada Flintridge to the northeast, the City of Pasadena to the east, the neighborhoods of Eagle Rock and Glassell Park to the south and east, the City of Los Angeles to the north and west, and the City of Burbank to the west. The City of Glendale is approximately 30.6 sq mi in size and is located northeast of I-5. SR 2 runs through the eastern part of Glendale and SR 134 runs through the southern portion of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Glendale within the study area for the SR 710 North Study.

#### 5.15.1.2 History

The first known inhabitants of the Glendale area were the Native Americans known as the Gabrielinos. In 1784, Corporal José Maria Verdugo of the Spanish Army received permission to settle in the area that is now known as Glendale, and by 1798 he had received title to the land and was a full-time rancher and farmer. Verdugo named his land Rancho San Rafael. Over the next 90 years, Verdugo's descendants divided and sold off the ranch. In 1884, the area residents decided to form a town and chose the name "Glendale." The City of Glendale was later incorporated in 1906.

By 1930, the City had annexed over 10,000 ac. From 1930 to 1950, the City of Glendale annexed Whiting Woods and the Verdugo Mountains. In 1952, two major annexations, New York Avenue in the La Crescenta area and the Upper Chevy Chase Canyon enlarged the City to 29.2 sq mi.

Glendale is separated into 34 neighborhoods that are bounded by streets, mountains, and washes.<sup>1</sup> Glendale's population steadily increased throughout the 20<sup>th</sup> century. There was large population growth during the 1920s and 1930s, which eventually tapered off by the 1970s. The City of Glendale enjoyed another population boom in the 1980s.

### 5.15.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Glendale. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

#### 5.15.2.1 Existing Land Uses

The existing land uses in the City of Glendale are illustrated on Figure 5.15-1. The acreage and percentage of existing land uses in the City of Glendale are shown in Table 5.15.1. Table 5.15.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

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<sup>1</sup> City of Glendale, Overview of Glendale History, [http://www.ci.glendale.ca.us/history\\_overview.aspx](http://www.ci.glendale.ca.us/history_overview.aspx), accessed April 18, 2014.

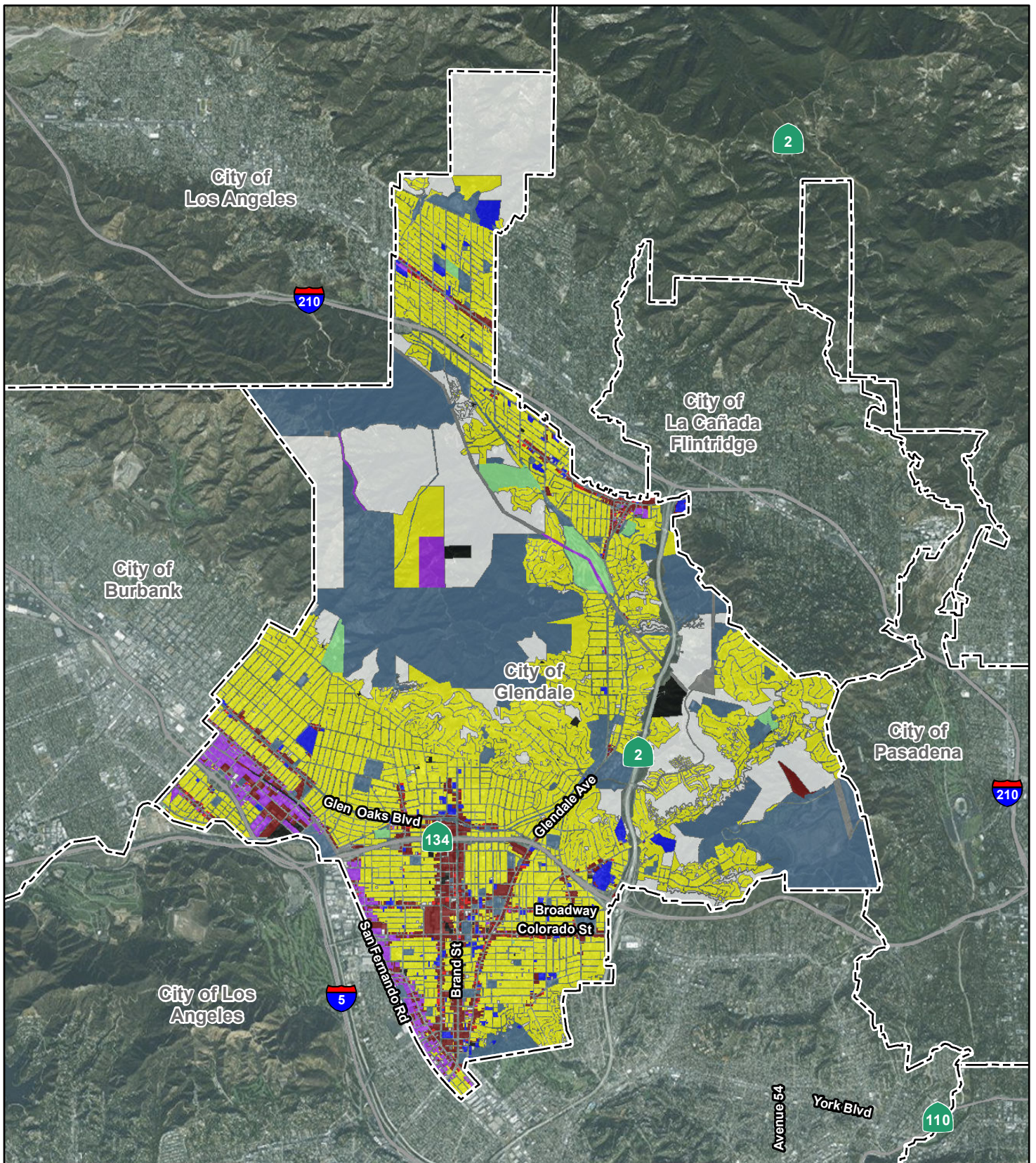
TABLE 5.15.1:  
**Glendale Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.1	0
Commercial and Services	746.2	4
Industrial	404.7	2
Institutional	255.8	2
Mixed Commercial	57.5	0
Open Space and Recreation	269.3	2
Other	166.0	1
Public	4,166.9	25
Residential	6,893.1	41
Transportation and Utilities	152.2	1
Vacant	3,526.0	21
<b>Total</b>	<b>16,638.1</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.15.1, residential uses are the primary land use in the City of Glendale, comprising approximately 41 percent of the land within the City, followed by public uses (25 percent). The majority of the land that it is in public use in the City of Glendale consists of open space in the San Rafael Hills and Verdugo Mountains. As shown on Figure 5.15-1 and described in Table 5.15.1, approximately 3,526 ac (21 percent) of the land in the City are vacant, the majority of which consists of undevelopable hillsides in the San Rafael Hills and Verdugo Mountains.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |

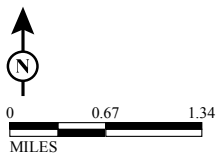


FIGURE 5.15-1

SR 710 North Study  
 Glendale  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.16 Highland Park

### 5.16.1 Introduction

The neighborhood referred to in this CIA as Highland Park includes a group of smaller neighborhoods (Highland Park and Garvanza) in the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Highland Park correspond to the official boundaries of the Historic Highland Park Neighborhood Council, as certified by the City of Los Angeles Department of Neighborhood Empowerment on May 28, 2002.

#### 5.16.1.1 Location

The neighborhood of Highland Park is located in the western part of the study area for the SR 710 North Study, and is bordered by the Cities of South Pasadena and Pasadena to the east, the neighborhood of Arroyo Seco to the south and west, the neighborhood of Eagle Rock to the north, and the neighborhood of El Sereno to the south. The neighborhood of Highland Park is approximately 4.2 sq mi in size and is approximately 2 mi northeast of I-5 and 1 mi south of SR 134. SR 110 runs through the southern portion of the neighborhood of Highland Park. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Highland Park within the study area for the SR 710 North Study.

#### 5.16.1.2 History

The neighborhood of Highland Park developed in the latter part of the 19<sup>th</sup> century along the axis provided by the Arroyo Seco and Figueroa Street, which is the principal transportation route between downtown Los Angeles, South Pasadena, and Pasadena to the north and east.<sup>1</sup> The historic nature of the community has many facets. Long-established Highland Park neighborhoods such as Garvanza persist with their own identities even though they were annexed to the City of Los Angeles in the last years of the 19<sup>th</sup> century. Highland Park was the earliest artist colony in Los Angeles and was a vibrant center of the Arts and Crafts movement in the early 20<sup>th</sup> century.<sup>2</sup> Highland Park was also one of the oldest streetcar suburbs in Los Angeles and is still traversed by a portion of what was Historic Route 66.

Highland Park's history is represented by a rich architectural heritage, which includes a well-developed low-rise commercial strip on Figueroa Boulevard, south of York Boulevard. Less continuously developed commercial strips are found on York Boulevard west of Avenue 64 and, to a lesser extent, on Monte Vista Street. The majority of the housing stock consists of Craftsman and numerous revival styles, which were popular in the early part of the 20<sup>th</sup> century.

Highland Park's architectural resources have been threatened by the effects of time as well as by demolition for the construction of apartment houses during several separate periods since the 1950s. These encroachments were distributed haphazardly because of overly permissive zoning and were responsible for drastically altering the aesthetic quality of many neighborhoods. The community's dissatisfaction with the character and effects of this type of speculative development

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<sup>1</sup> City of Los Angeles, Northeast Los Angeles Community Plan, Community Background, p. I-5. 1999.

<sup>2</sup> Ibid.

led to the creation of the Highland Park Heritage Trust in 1981 and the enactment of the Highland Park Preservation Overlay Zone in 1994.<sup>1</sup>

In 2003, the Gold Line linking Los Angeles and Pasadena was opened adjacent to the historic Figueroa Street Corridor, thus reconnecting Highland Park with downtown Los Angeles, South Pasadena, and Pasadena via a direct transit link.

## 5.16.2 Land Use and Planning

Designated land uses are summarized from the Northeast Los Angeles Community Plan and the City of Los Angeles General Plan for the neighborhood of Highland Park. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.16.2.1 Existing Land Uses

The existing land uses in the neighborhood of Highland Park are illustrated on Figure 5.16-1. The acreage and percentage of existing land uses in the neighborhood of Highland Park are shown in Table 5.16.1. Table 5.16.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.16.1:  
Highland Park Existing Land Uses

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	77.1	4
Industrial	3.5	0
Institutional	112.0	5
Mixed Commercial	19.7	1
Open Space and Recreation	0.0	0
Other	162.0	8
Public	322.2	15
Residential	1,321.6	62
Transportation and Utilities	12.9	1
Vacant	92.6	4
<b>Total</b>	<b>2,123.7</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.16.1, residential uses are the primary land use in the neighborhood of Highland Park, comprising approximately 62 percent of the land within the neighborhood, followed by public uses (15 percent). As shown on Figure 5.16-1 and described in Table 5.16.1, approximately 92.6 ac (4 percent) of the land in the community are vacant.

<sup>1</sup> City of Los Angeles, Northeast Los Angeles Community Plan, Community Background, p. I-5. 1999.



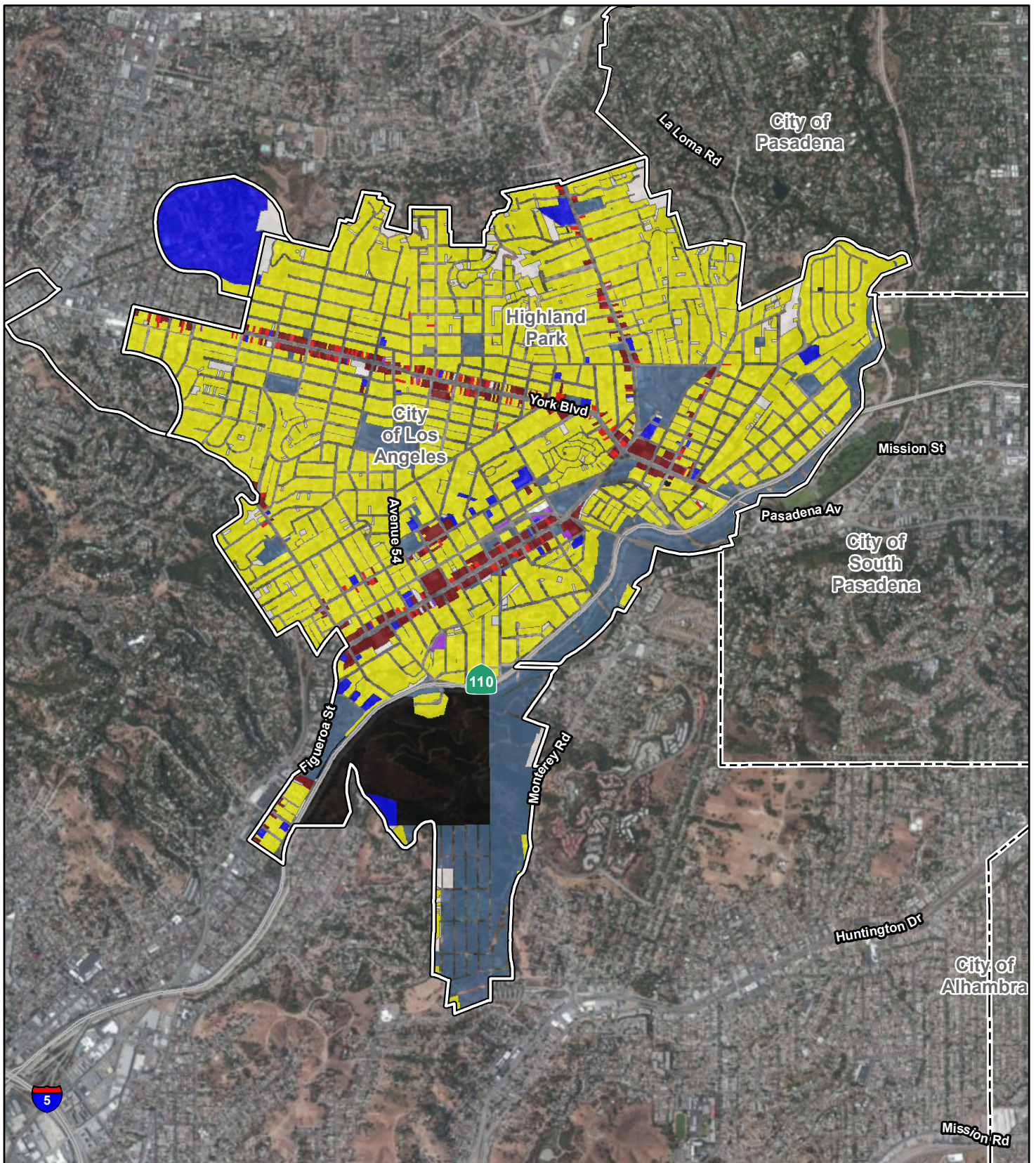
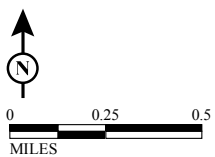


FIGURE 5.16-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



SR 710 North Study  
 Highland Park  
 Existing Land Uses  
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 EA 187900  
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## 5.17 Irwindale

### 5.17.1 Introduction

#### 5.17.1.1 Location

The City of Irwindale is located in the northeast part of the study area for the SR 710 North Study, and is bordered by the City of Duarte to the north, the City of Azusa and the unincorporated community of Vincent to the east, the Cities of West Covina and Baldwin Park to the south, and the Cities of Arcadia, El Monte, Monrovia, and the unincorporated community of Mayflower Village to the west. The City of Irwindale is approximately 9.5 sq mi in size. I-210 runs in an east-west direction through the City near its northern border, and I-605 runs in a southwest-northeast direction through the west side of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Irwindale within the study area for the SR 710 North Study.

#### 5.17.1.2 History

The area now known as the City of Irwindale was originally part of the Mexican land grants given by Alta California Governor Juan Alvarado for Rancho La Puente, Rancho Azusa de Dalton, Rancho Azusa de Duarte, and Rancho San Francisquito.

The Irwindale Community was first settled by the families of Gregorio Fraijo and Fecundo Ayon during the 1850s. Generation after generation stayed on the land, and now there are seven generations of native Irwindale residents descended from these two families.

The land was a barren waste of rocks, sand, and jack rabbits, but rocks later became a key asset to the area. Motor cars were becoming increasingly numerous in California, and the need for improved roads increased, which in turn required vast quantities of crushed rock and gravel. In the 1950s, the community became aware of the vast wealth potential resident in the rocks and sand of the land their forefathers thought no one would ever want.

Neighboring cities saw the vast tax income that could be reaped and began to contemplate annexation. However, the industries saw the advantages of no city taxes, and the residents were weary of paying County taxes while receiving little or no improvements to their streets and the community as a whole. By incorporating, Irwindale could have paved streets, curbs, and gutters, sidewalks, utility improvements, a recreation center, library, police department, swimming pool, jobs for residents, and many other advantages. On August 6, 1957, the City of Irwindale incorporated as the 56th city in Los Angeles County.<sup>1</sup>

### 5.17.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Irwindale. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

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<sup>1</sup> City of Irwindale, History, <http://www.ci.irwindale.ca.us/irwindale/history>, accessed August 7, 2013.

### 5.17.2.1 Existing Land Uses

The existing land uses in the City of Irwindale are illustrated on Figure 5.17-1. The acreage and percentage of existing land uses in the City of Irwindale are shown in Table 5.17.1. Table 5.17.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.17.1:  
**Irwindale Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	106.3	2
Industrial	1,917.5	34
Institutional	12.4	0
Mixed Commercial	0.6	0
Open Space and Recreation	157.2	3
Other	108.9	2
Public	1,763.1	31
Residential	59.4	1
Transportation and Utilities	216.2	4
Vacant	1,386.7	24
<b>Total</b>	<b>5,728.3</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.17.1, industrial uses are the primary land use in the City of Irwindale, comprising approximately 34 percent of the land within the City, followed by public uses (31 percent). As shown on Figure 5.17-1 and in Table 5.17.1, 1,368.6 ac (24 percent) of the land in the City are vacant, the majority of which consists of quarries or undevelopable flood control basins.

### 5.17.2.2 General Plan Land Uses

General Plan land use designations for the City of Irwindale, which guide future development, are illustrated on Figure 5.17-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of Irwindale and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 1,386.7 ac of vacant land in Irwindale, approximately 963 ac are designated for mixed commercial and industrial uses, 406 ac are designated for public facility uses, and 12 ac are designated for commercial/office uses. The remaining 6 ac are designated for single-family residential and industrial uses.

### 5.17.2.3 Adopted Goals and Policies

The following excerpted issue areas and policies from the City of Irwindale General Plan are relevant to the SR 710 North Study.

#### Community Development Element (2008)

- **Issue Area – Land Use Planning:** The City of Irwindale is committed to the development of a comprehensive land use plan that will enhance the City’s livability and economic base for future generations.

- **Policy 2:** The City of Irwindale will continue to plan for the transition of the quarries located within the City to other land uses.

#### 5.17.2.4 Development Trends and Growth

The City of Irwindale, which is the 56th city to incorporate in Los Angeles County, currently encompasses an area of 9.6 sq mi. As of 2010,<sup>1</sup> the City of Irwindale had 1,422 residents.

The City of Irwindale is primarily a built-out community. While the City’s General Plan Land Use Element (2008) contains policies to promote quality development within the City, the City has very little vacant, developable land available for new development (refer to Figure 5.17-1). Any future development would likely involve the recycling of land currently occupied by existing quarries, homes, or businesses.

Between 1990 and 2000, the population of the City of Irwindale increased by 37.7 percent, from 1,050 to 1,446. Between 2000 and 2010, the City’s population decreased by 3.2 percent.<sup>2</sup> According to SCAG, the City’s population is forecast to increase to 2,000 by 2035. Table 5.17.2 provides the growth projections (population, households, and employment) for the City of Irwindale from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.17.2, the City of Irwindale is projected to experience more population and household growth and less employment growth than the overall County over the next two decades.

TABLE 5.17.2:  
**Irwindale Growth Trends**

	2008	2020	2035	Projected 2008–2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Irwindale</b>				
Population	1,400	1,600	2,000	42.9%
Households	400	400	500	25.0%
Employment	13,400	11,500	12,300	-8.2%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

#### 5.17.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The

<sup>1</sup> United States Census Bureau, 2010 Census data, Irwindale, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments, City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

discussion that follows presents the results of this analysis for the City of Irwindale and the one census tract inside its boundaries (see Figure 5.17-3 for the location of this census tract).

### 5.17.3.1 Race and Ethnicity

Table 5.17.3 shows the racial and ethnic composition of the County, the City of Irwindale, and the one census tract in Irwindale (based on 2010 Census data). As shown in Table 5.17.3, racial minorities comprise a slightly smaller share (41.4 percent) of the City of Irwindale’s population than the County overall (49.7 percent). Whites comprise 58.6 percent of the population of the City, which is slightly higher than the County overall (50.3 percent). American Indians/Native Alaskans comprise 2.0 percent of the population of the City, which is slightly higher than the County overall (0.7 percent). Additionally, Individuals that identify themselves as Some Other Race comprise 31.5 percent of the population, which is higher than the County overall (21.8 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a smaller percentage of racial minorities than the County.

TABLE 5.17.3:  
**Irwindale Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Irwindale	<b>58.6%</b>	0.8%	<b>2.0%</b>	2.4%	<b>0.6%</b>	<b>31.5%</b>	41.4%
<b>Census Tracts in the City of Irwindale</b>							
4046	<b>58.6%</b>	0.8%	<b>2.0%</b>	2.4%	<b>0.6%</b>	<b>31.5%</b>	41.4%

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

Table 5.17.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Irwindale, and the one census tract in Irwindale (based on 2010 Census data). As shown in Table 5.17.4, Hispanics/Latinos comprise a considerably larger share (90.6 percent) of the City of Irwindale’s population than the County overall (47.7 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a higher percentage of Hispanics/Latinos than the County.

### 5.17.3.2 Housing Occupancy

Table 5.17.4, provides the percentage of owner-occupied residences in the County, the City of Irwindale, and the one census tract in Irwindale (based on 2010 Census data). As shown in Table 5.17. 4, the percentage of owner-occupied residences in the City of Irwindale (69.8 percent) is higher than the County overall (47.7 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a higher percentage of owner-occupied residences than the County overall.

TABLE 5.17.4:  
**Irwindale Community Cohesion Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Irwindale	41.4%	<b>90.6%</b>	<b>69.8%</b>	10.6%	<b>3.67</b>	21.0%	<b>58.1%</b>
Census Tracts in the City of Irwindale							
4046	41.4%	<b>90.6%</b>	<b>69.8%</b>	10.6%	<b>3.67</b>	21.0%	<b>58.1%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS. ACS = American Community Survey

### 5.17.3.3 Elderly Residents

Table 5.17.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Irwindale, and the one census tract in Irwindale (based on 2010 Census data). As shown in Table 5.17.4, elderly residents comprise a slightly smaller share (10.6 percent) of the City of Irwindale’s population than the County overall (10.9 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a lower percentage of elderly residences than the County overall.

### 5.17.3.4 Household Size

Table 5.17.4 shows the average household size in the County, the City of Irwindale, and the one census tract in Irwindale (based on 2010 Census data). As shown in Table 5.17.4, the average household size in the City of Irwindale (3.67 persons) is larger than the County overall (2.98 persons). There is only one census tract in the City of Irwindale; therefore, the one census tract also has a higher average household size than the County overall.

### 5.17.3.5 Transit Dependency

Table 5.17.4 shows the percentage of the population that is transit-dependent in the County, the City of Irwindale, and the one census tract in Irwindale (based on 2007–2011 ACS data). As shown in Table 5.17.4, the transit-dependent population comprises a smaller share (21.0 percent) of the City of Irwindale’s population than the County overall (25.2 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a lower percentage of transit-dependent residents than the County overall.

### 5.17.3.6 Housing Tenure

Table 5.17.4 also shows the percentages of the populations in the County, the City of Irwindale, and the one census tract in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table

5.17.4, long-term residents comprise a larger share (58.1 percent) of the City of Irwindale’s population than the County overall (39.6 percent). There is only one census tract in the City of Irwindale; therefore, the one census tract in Irwindale also has a higher percentage of long-term residents than the County overall.

### 5.17.3.7 Summary

As shown in Table 5.17.4 and described above, the City of Irwindale has a higher percentage of Hispanic/Latino, owner-occupied residences, long-term residents, and larger average household size than the County overall. Further, Table 5.17.4 shows that the single census tract in Irwindale exhibits three or more community cohesion indicators when compared to the overall County population. Based on these factors, the City of Irwindale appears to exhibit a high degree of community cohesion.

## 5.17.4 Economic Conditions

### 5.17.4.1 Business Sector

Table 5.17.5 shows employment percentages by economic sectors for the City of Irwindale and the County. As shown in Table 5.17.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). In addition, Table 5.17.5 shows that Education, Health, and Social Services is also the largest industry sector in the City of Irwindale (18.8 percent), followed by Food Services, Lodging, Arts, Entertainment, Recreation (17.4 percent) and Manufacturing (14.0 percent).

TABLE 5.17.5:  
**Irwindale Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Irwindale
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	1.1%
Construction	6.0%	6.9%
Manufacturing	11.2%	14.0%
Wholesale Trade	3.7%	3.9%
Retail Trade	10.6%	13.3%
Transportation, Warehousing, and Utilities	5.2%	4.5%
Information	4.4%	2.0%
Finance and Insurance	6.7%	6.2%
Professional and Technical Services	12.1%	1.7%
Education, Health, and Social Services	20.2%	18.8%
Public Administration	3.4%	8.0%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	17.4%
Other	6.1%	2.2%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

### 5.17.4.2 Employment and Income

Table 5.17.6 provides information regarding the civilian labor force in the City of Irwindale, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.17.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 700 persons



TABLE 5.17.6:  
**Irwindale Employment**

Employment Status	City of Irwindale	Los Angeles County	State of California
Civilian Labor Force	700	4,996,600	18,655,700
Employed	700	4,486,400	17,005,900
Unemployed	100	510,200	1,649,900
Unemployment Rate	10.6%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

employed in the civilian labor force in the City of Irwindale, and 100 persons (approximately 10.6 percent) were unemployed. The City of Irwindale’s unemployment rate is higher than those of both the County (10.2 percent) and the State (8.8 percent).

Table 5.17.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Irwindale, and the one census tract in Irwindale (based on 2007–2011 ACS data). As shown in Table 5.17.7, the City of Irwindale’s median household income (\$65,455) is higher than the County overall (\$56,266). Table 5.17.7 also shows that persons living below the poverty level comprise a slightly smaller share (14.6 percent) of the City of Irwindale’s population than the County overall (16.3 percent).

TABLE 5.17.7:  
**Irwindale Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Irwindale	\$65,455	14.6%
Census Tracts in the City of Irwindale		
4046	\$65,455	14.6%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold**, if any, indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold**, if any, indicate the values are higher than the County average.

### 5.17.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Irwindale had 20,099 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

As shown in Table 5.17.1 and described in Section 5.17.2.1, the majority of the land within the City of Irwindale consists of industrial uses. Therefore, with the exception of its residential areas, most of the City of Irwindale could be considered to be located within a business district.

#### 5.17.4.4 Property Tax

The base property tax rate in the City of Irwindale is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Irwindale, the average additional debt service is 0.13 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported tax collected for all tax rate areas in the City of Irwindale totaled approximately \$203,000,<sup>2</sup> with a total assessed value of \$2.1 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor–Controller, an estimated 1.0 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of Irwindale General Fund.

#### 5.17.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Irwindale is 9.0 percent, 0.75 percent of which is allocated to the City of Irwindale for public services.<sup>5</sup> The City of Irwindale’s 619 permitted sales tax-producing businesses<sup>6</sup> generated approximately \$325.2 million in taxable sales in 2011.<sup>7</sup> The City of Irwindale’s average total taxable sales revenue per permit in 2011 was \$525,355, approximately \$3,940 of which would be distributed to the General Fund (0.75 percent). Table 5.17.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales tax-generating businesses in the City of Irwindale in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.17.8:  
**Taxable Sales in the City of Irwindale by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	266	\$119,089	\$447,704
All Other Outlets	353	\$206,106	\$583,869
<b>Total All Outlets</b>	<b>619</b>	<b>\$325,195</b>	<b>\$525,355</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

#### 5.17.4.6 Existing Access

The major east-west arterials in the City of Irwindale include: Arrow Highway, Live Oak Avenue, and Los Angeles Street. The major north-south arterials in the City of Irwindale include: Rivergrade Road, Azusa Canyon Road, Vincent Avenue, and Irwindale Avenue. Residents of Irwindale have access to I-210 in the northern portion of the City via the Irwindale Avenue interchange. Residents of Irwindale also have access to I-605 in the western portion of the City via the Lower Azusa Road, Live Oak Avenue, and Arrow Highway interchanges.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

## 5.17.5 Community Services, Facilities, and Utilities

### 5.17.5.1 Police, Fire, and Library Facilities

#### Police Protection

The City of Irwindale is served by its own police department, the Irwindale Police Department (IPD). The IPD operates out of the Irwindale Police Station at 5050 North Irwindale Avenue. Figure 5.17-4 shows the location of the Irwindale Police Station in the City. The Irwindale Police Station is not within 0.5 mi of the project's Build Alternatives.

#### Fire Protection

The LACFD provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Irwindale. The LACFD operates out of Fire Station No. 48 at 15546 East Arrow Highway. Figure 5.17-4 shows the location of Fire Station No. 48 in the City. Fire Station No. 48 is not within 0.5 mi of the project's Build Alternatives.

#### Libraries

The City of Irwindale is served by the Irwindale Public Library located at 5050 North Irwindale Avenue. Figure 5.17-4 shows the location of the Irwindale Public Library in the City. The Irwindale Public Library is not within 0.5 mi of the project's Build Alternatives.

#### Other Government Facilities

The City of Irwindale also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. Irwindale City Hall is located at 5050 North Irwindale Avenue. Figure 5.17-4 shows the location of Irwindale City Hall in the City.<sup>1</sup> Irwindale City Hall is not within 0.5 mi of the project's Build Alternatives.

### 5.17.5.2 Other Community Facilities

#### Hospitals

There is one hospital in the City of Irwindale. Figure 5.17-4 shows the location of that hospital. The hospital in Irwindale is not within 0.5 mi of the project's Build Alternatives.

#### Places of Worship

Places of worship offer additional community gathering areas in Irwindale. Figure 5.17-4 shows the locations of known places of worship in the City.<sup>2</sup> There are no places of worship in Irwindale within 0.5 mi of the project's Build Alternatives.

<sup>1</sup> Additional government facilities are located throughout Irwindale; however, only major facilities such as courthouses and key government office buildings are shown.

<sup>2</sup> Additional places of worship are believed to be located throughout Irwindale; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

## Homeless Services and Shelters

There are two homeless service providers in the City of Irwindale. Figure 5.17-4 shows the locations of these homeless service providers in the City. There are no homeless service providers within 0.5 mi of the project's Build Alternatives.

### 5.17.5.3 Schools

#### Public Schools

The Covina-Valley Unified School District (CVUSD) provides educational services to the residents who live in the City or Irwindale. Figure 5.17-5 shows the locations of the public schools in the City. There are no public schools within 0.5 mi of the project's Build Alternatives.

#### Private Schools

There are no private schools in the City of Irwindale.

### 5.17.5.4 Parks, Community Centers, and Recreation Facilities

The City of Irwindale operates and maintains four parks in the City. In addition, the County operates and maintains the Santa Fe Dam Recreation Area in the City. Figure 5.17-5 shows the locations of these parks and recreational facilities in the City. There are no parks, community centers, or recreation facilities within 0.5 mi of the project's Build Alternatives.

### 5.17.5.5 Bikeways and Recreational Trails

The City of Irwindale has several Class I (off-street) bikeways, the locations of which are shown on Figure 5.17-5. There is a Class II bikeway along Ramona Boulevard along the boundary between the Cities of Irwindale and Baldwin Park. There are no bikeways in the City of Irwindale within 0.5 mi of the project's Build Alternatives.

### 5.17.5.6 Transit Services

Within the City of Irwindale, public transportation services are provided by Metro and Foothill Transit. Table 5.17.9 provides a list of the existing bus routes within Irwindale, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

### 5.17.5.7 Utilities

Table 5.17.10 provides a list of the utility service providers in the City of Irwindale.

**TABLE 5.17.9:  
 Existing Bus Service in Irwindale**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peaks
270	Metro	Local	N-S	Mon.–Sat. <sup>1</sup>	Myrtle Avenue, Peck Road, Workman Mill Road	<ul style="list-style-type: none"> <li>• El Monte Silver Line Station</li> <li>• Rio Hondo College</li> <li>• Whittier College</li> <li>• Presbyterian Hospital</li> <li>• Norwalk/Santa Fe Springs Metrolink Station</li> <li>• Norwalk Green Line Station</li> </ul>	40-60	60
492	FT	Local	E-W	Mon.–Sun. <sup>2</sup>	East Live Oak Avenue, Live Oak Avenue, Arrow Highway, Santa Anita Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• Claremont TransCenter</li> <li>• Montclair TransCenter</li> <li>• University of La Verne</li> </ul>	30	30
Silver Streak	FT	Express	E-W	Mon.–Sun. <sup>2</sup>	I-10	<ul style="list-style-type: none"> <li>• The Plaza at West Covina</li> <li>• El Monte Station</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	15-30	15-30

Source 1: Metro, Maps and Time Tables, available at <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Foothill Transit, Maps and Schedules, available at <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

FT = Foothill Transit

I-10 = Interstate 10

LA = Los Angeles

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sat. = Saturday

Sun. = Sunday

USC = University of Southern California

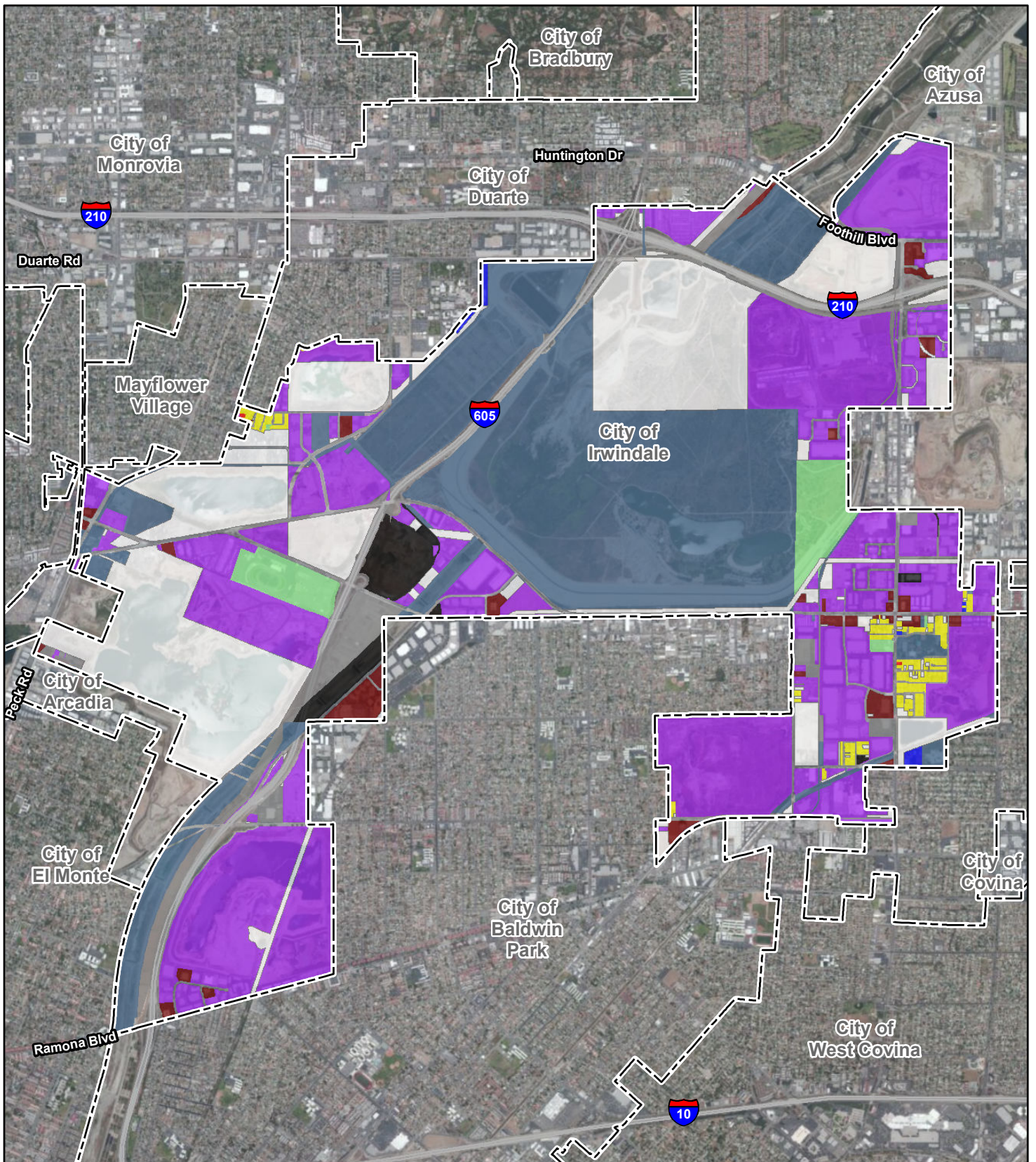
W = West

**TABLE 5.17.10:  
 Irwindale Utility Service Providers**

Service	Provider
Cable/TV	Charter Communications
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	City of Irwindale Department of Public Works
Solid Waste	Athens Disposal
Telephone	Verizon
Water	Azusa Light and Water
	Golden State Water Company
	Monrovia Water Division
	San Gabriel Valley Water Company
	Valley County Water District

Source: City of Irwindale, Utilities, <http://www.ci.irwindale.ca.us/Index.aspx?NID=220>, accessed November 8, 2013.

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LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |

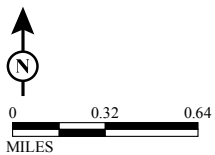
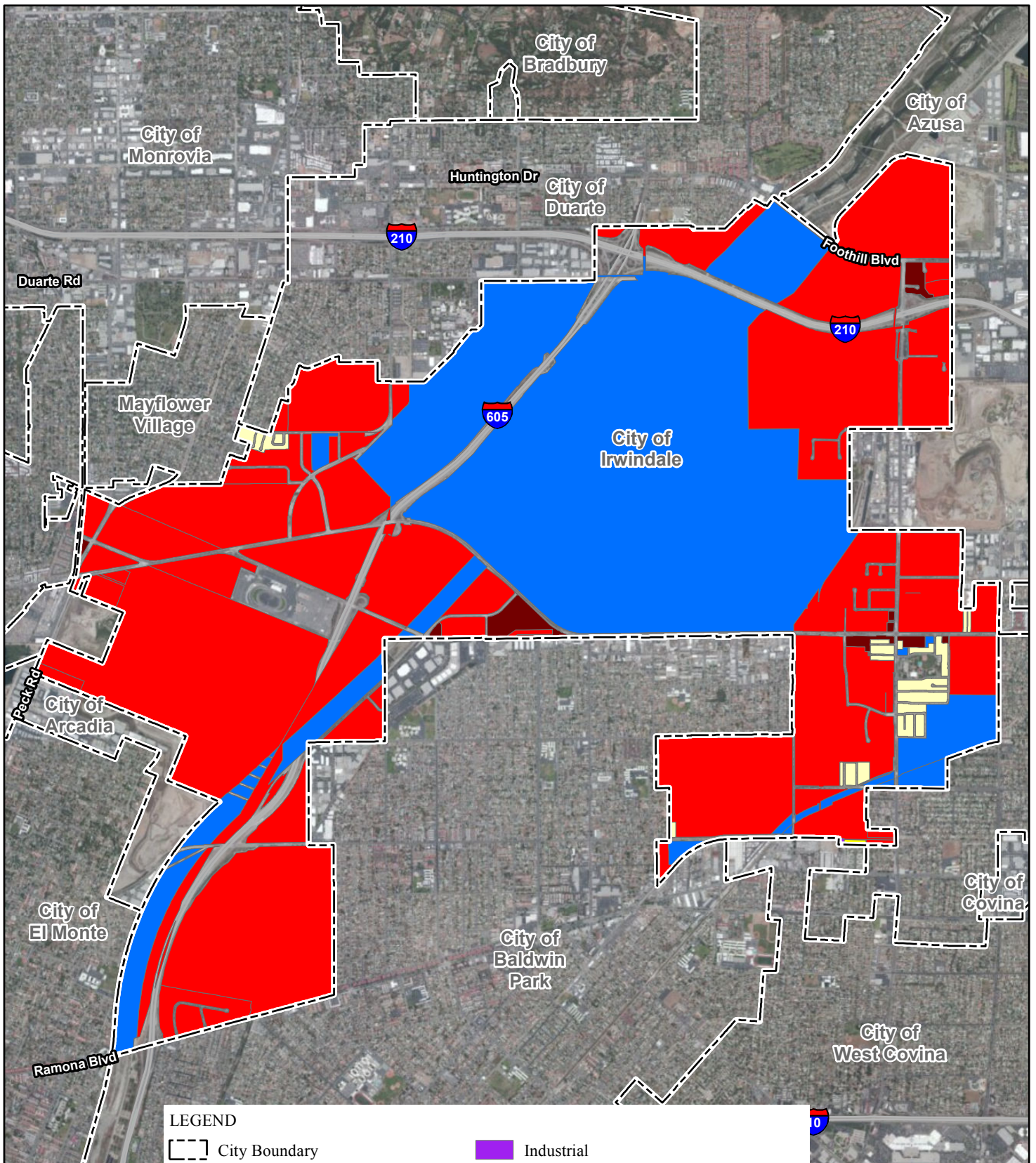


FIGURE 5.17-1

SR 710 North Study  
 Irwindale  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

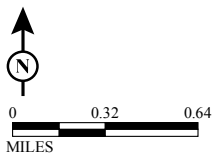
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LEGEND	
	City Boundary
General Plan Land Use	
	Single Family Residential
	Multi-Family Residential
	Commercial/Office
	Mixed Commercial and Industrial
	Industrial
	Educational Institutions
	Public Facilities
	Mixed Urban
	Local Parks, Open Space, and Recreation
	Cemeteries
	Transportation

FIGURE 5.17-2



SR 710 North Study  
 Irwindale  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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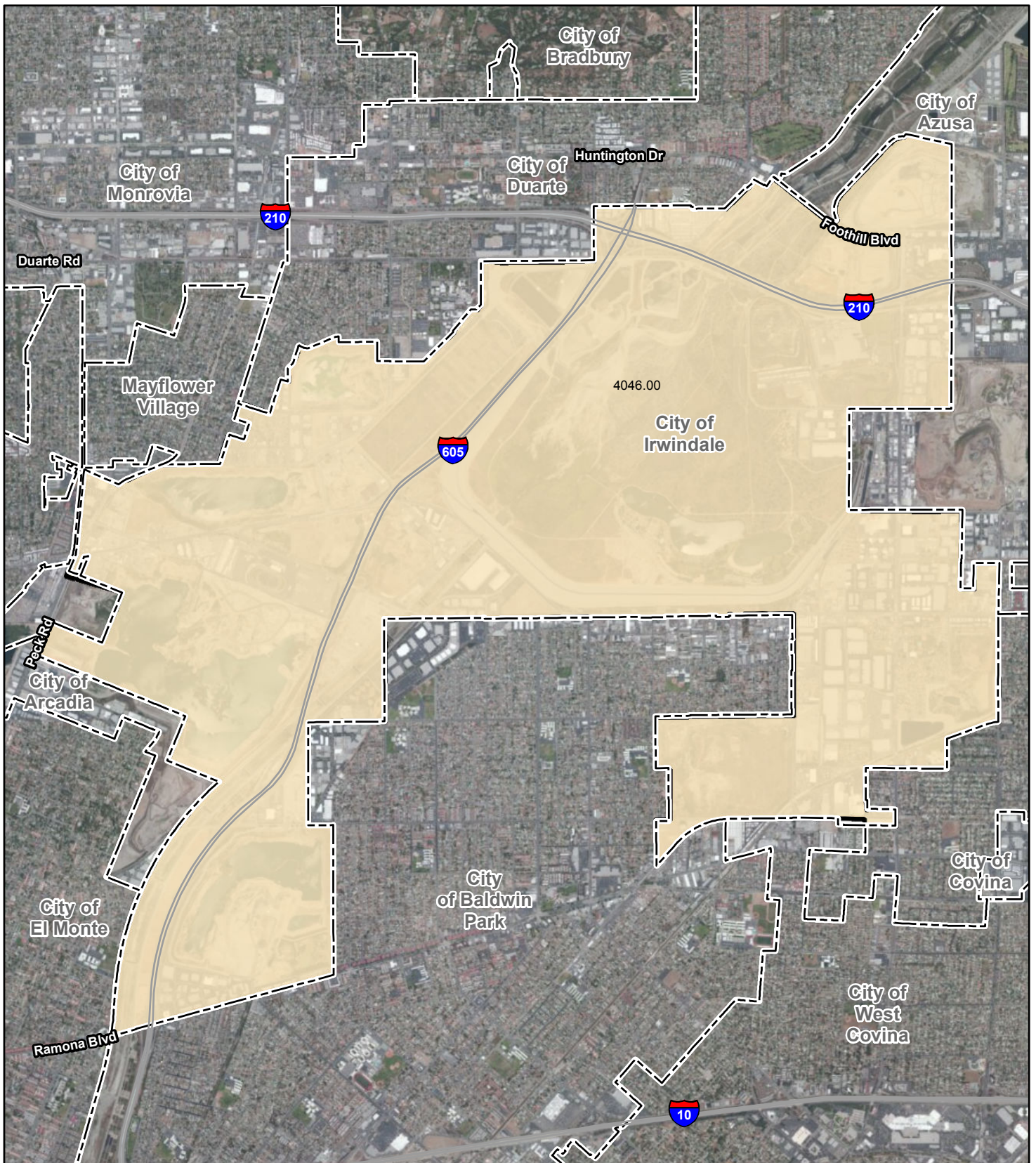


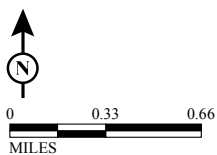


FIGURE 5.17-3

LEGEND

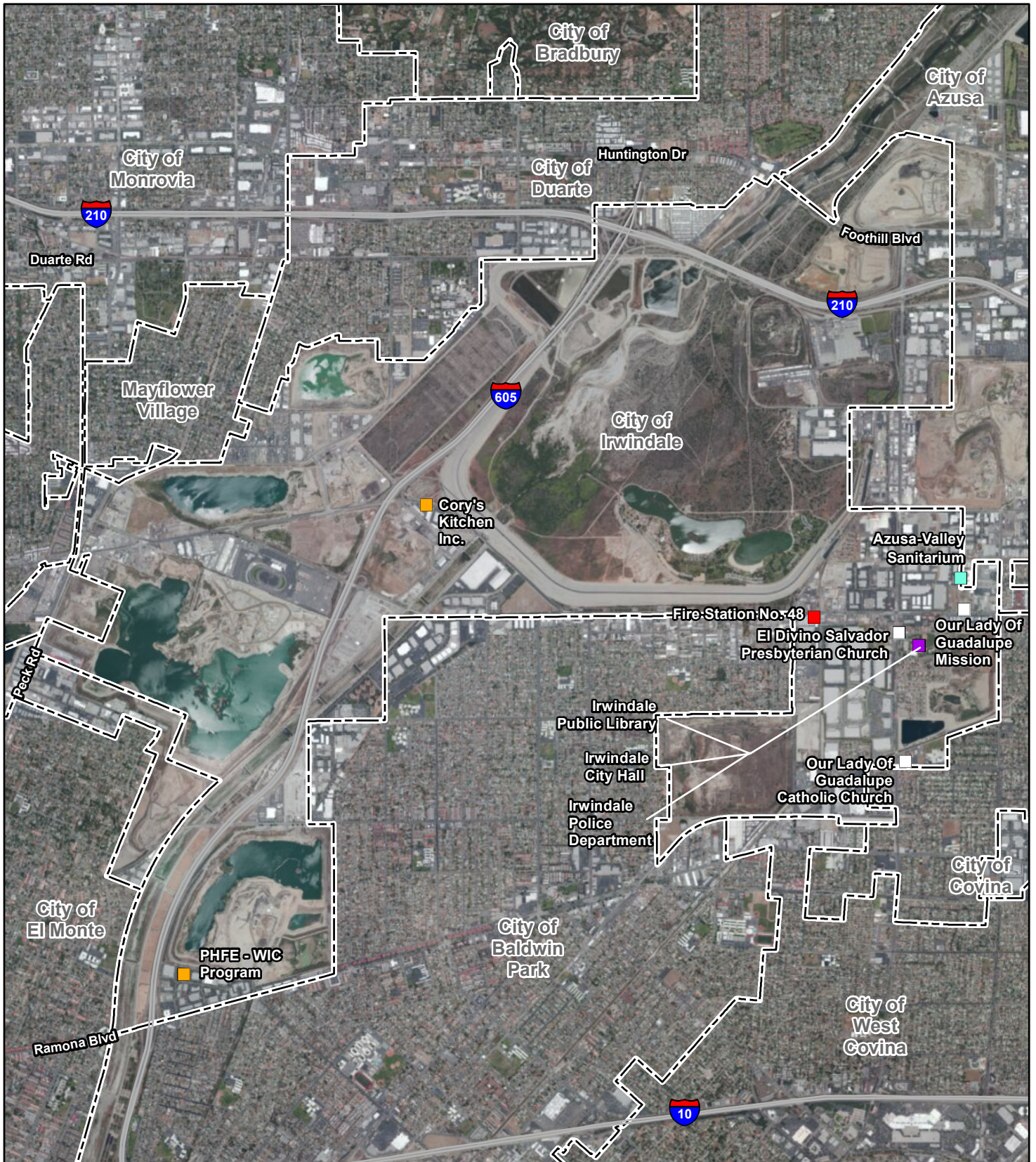
-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
 F:\CHM1105\GIS\MXD\CIA\Irwindale\_CensusTracts.mxd (10/28/2014)

SR 710 North Study  
 Irwindale Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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LEGEND

- |   |   |
|---|---|
| <span style="color: blue;">■</span> Police                        | <span style="color: cyan;">■</span> Hospital  |
| <span style="color: red;">■</span> Fire Station                   | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Place of Worship |
| <span style="color: yellow;">■</span> Library                     | <span style="color: orange;">■</span> Homeless Service  |
| <span style="color: purple;">■</span> Other Government Facilities | <span style="border: 2px dashed black; display: inline-block; width: 15px; height: 10px;"></span> City Boundary   |

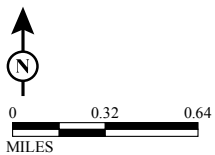
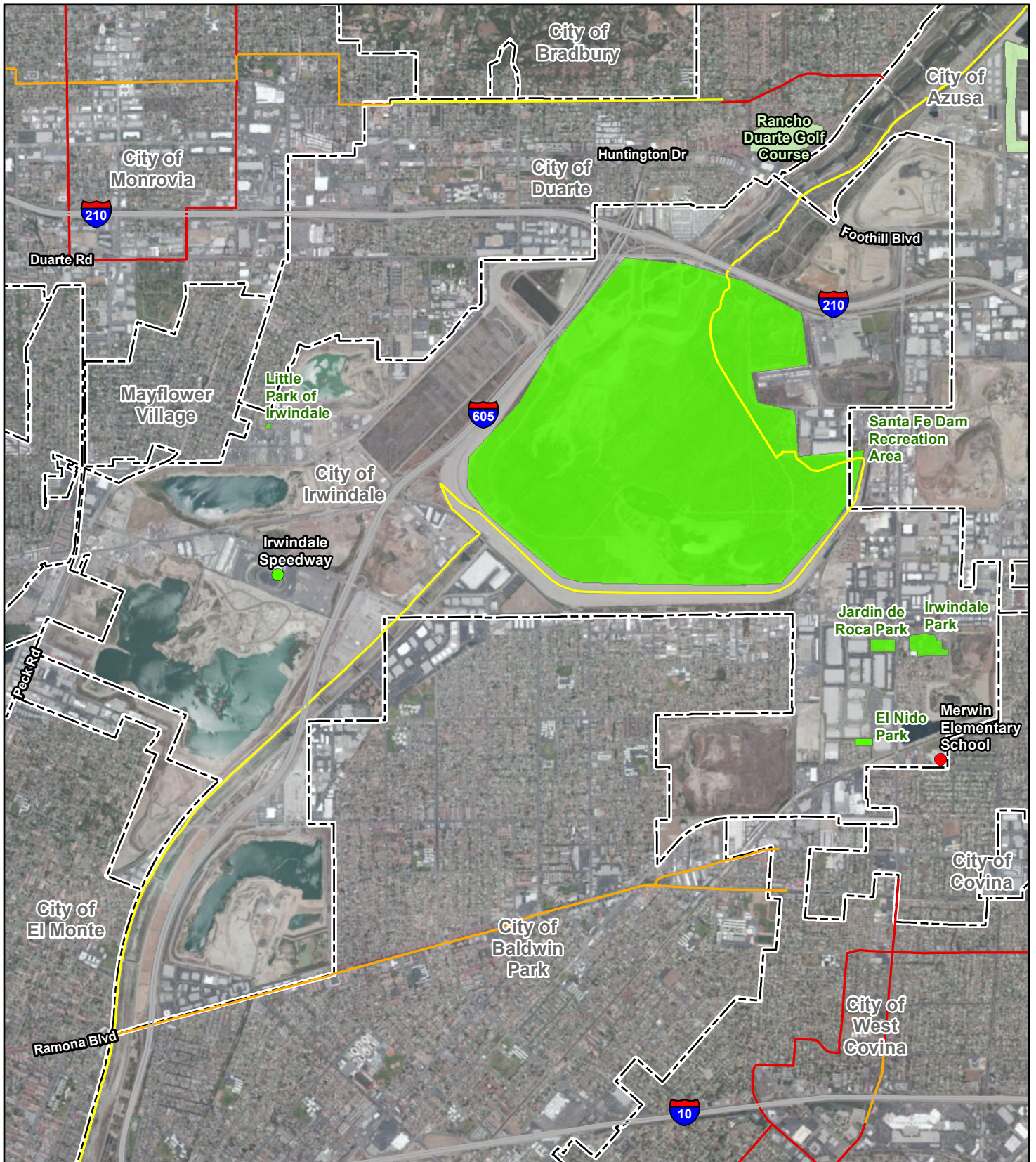


FIGURE 5.17-4

*SR 710 North Study*  
**Irwindale Community Services and Facilities**  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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LEGEND

- Public School
- Recreation Facility
- Park
- Golf Course
- City Boundary
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway

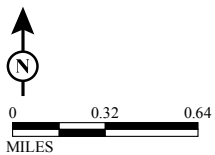


FIGURE 5.17-5

*SR 710 North Study*  
**Irwindale Schools, Parks,  
 and Recreation Facilities**

07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.18 La Cañada Flintridge

### 5.18.1 Introduction

#### 5.18.1.1 Location

The City of La Cañada Flintridge is located in the northwestern part of the study area for the SR 710 North Study, and is bordered by the Angeles National Forest to the north, the City of Pasadena to the east and south, the City of Glendale to the south and west, and the unincorporated community of La Crescenta-Montrose to the northwest. The City of La Cañada Flintridge is approximately 8.6 sq mi in size. I-210 runs in a northwest to southeast direction through the City. Figure 5.1-1, provided earlier, illustrates the location the City of La Cañada Flintridge within the study area for the SR 710 North Study.

#### 5.18.1.2 History

The arrival of a streetcar line to Glendale in 1913 and the subsequent paving of Michigan Avenue (now known as Foothill Boulevard) by the State allowed residents of the Crescenta Valley to commute to work in Los Angeles. Soon, the valley began to change from an agricultural area to a suburban area. Senator Frank Flint divided 1,700 ac south of Foothill Boulevard into large lots on which many large houses were built. He called his subdivision “Flintridge.” Around the same time, Edwin T. Earl bought the old Hall Ranch and called his subdivision “Alta Canyada.” Soon, streets were cut through the old ranches, and grain fields, vineyards, and citrus groves became small chicken ranches and home sites for commuters.

During the Great Depression, very few houses were built in La Cañada. Some old ranches were sold at bargain prices to the rich from Los Angeles, including Manchester Boddy of the Los Angeles Examiner who planted a beautiful garden. When he retired, he prevented it from becoming a shopping center by selling it to Los Angeles County at a low price. The garden is now known as Descanso Gardens.

Since its establishment in the 1930s as a small test station, the Jet Propulsion Laboratory (JPL) has grown into the nation’s leading center for robotic exploration of the solar system. With 6,000 employees on its 175 ac, JPL is a major employer in the City.

In 1941, the start of World War II became a turning point for the valley. Few orange groves remained and ranching was in decline due to low prices for fruit, freezing weather, and costly water. World War II brought many defense industry workers from out of state.

In 1955, La Cañada began to receive Colorado River water, which allowed more people to live in the valley and hundreds of houses to be built, creating more streets, stores, and schools. La Cañada quickly began changing from a ranching community to a residential community.

After two attempts toward cityhood in 1964 and 1969, the official incorporation of La Cañada Flintridge took place on December 8, 1976. The new city would comprise approximately 8.6 sq mi and have a population of 21,000. La Cañada Flintridge became known as “the city without a hyphen in its name,” demonstrating unity between the communities of La Cañada and Flintridge.<sup>1</sup>

## 5.18.2 Land Use and Planning

### 5.18.2.1 Existing Land Uses

The existing land uses in the City of La Cañada Flintridge are illustrated on Figure 5.18-1. The acreage and percentage of existing land uses in the City of La Cañada Flintridge are shown in Table 5.18.1. Table 5.18.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.18.1:  
**La Cañada Flintridge Existing Land Uses**

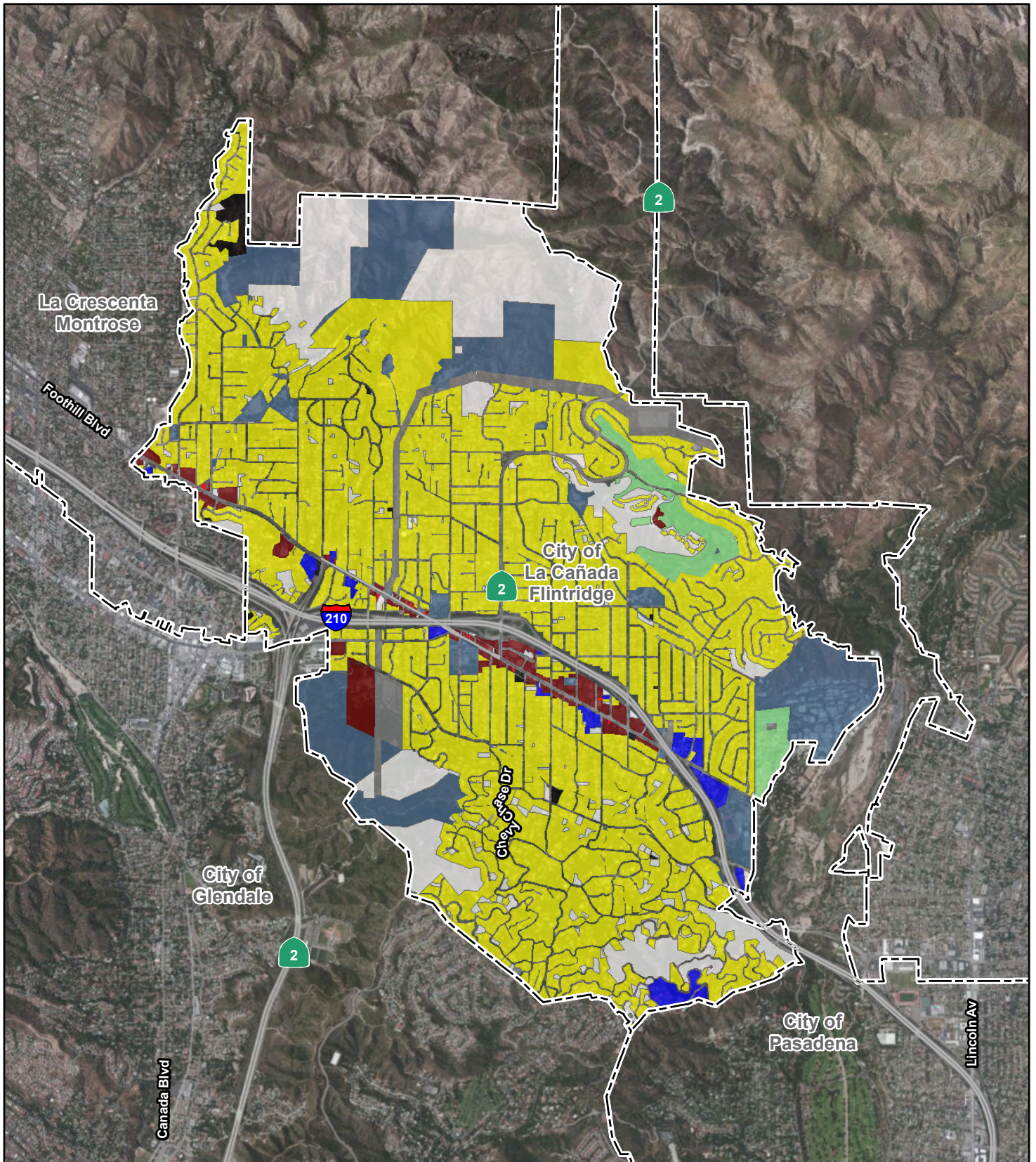
Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	111.5	2
Institutional	58.7	1
Mixed Commercial	2.2	0
Open Space and Recreation	123.4	3
Other	29.2	1
Public	665.1	14
Residential	2,868.3	60
Transportation and Utilities	134.5	3
Vacant	790.3	17
<b>Total</b>	<b>4,783.2</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.18.1, residential uses are the primary land use in the City of La Cañada Flintridge, comprising approximately 60 percent of the land within the City, followed by public uses (14 percent). As shown on Figure 5.18-1 and described in Table 5.18.1, approximately 790 ac (17 percent) of the land in the City is vacant, the majority of which consists of undevelopable hillsides.

<sup>1</sup> City of La Cañada Flintridge, History, <https://sites.google.com/a/lcf.ca.gov/city-of-la-canada-flintridge-site/about-us/history>, accessed August 9, 2010.



LEGEND

- |                                 |                                     |   |
|---------------------------------|-------------------------------------|---|
| [Dashed Line] City Boundary     | [Purple] Industrial                 | [Dark Purple] Mining and Extraction     |
| [Yellow] Residential            | [Blue] Institutional                | [Light Green] Open Space and Recreation |
| [Brown] Commercial and Services | [Grey-Blue] Public                  | [Black] Other                           |
| [Red] Mixed Commercial          | [Grey] Transportation and Utilities | [White] Vacant                          |
|                                 | [Dark Green] Agricultural           |   |

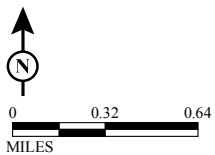


FIGURE 5.18-1

SR 710 North Study  
 La Cañada Flintridge  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.19 La Crescenta-Montrose

### 5.19.1.1 Introduction

As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the community of La Crescenta-Montrose correspond to those of the La Crescenta-Montrose CDP, an unincorporated area of Los Angeles County that has been delineated cooperatively by local officials and the United States Census Bureau for statistical purposes.

### 5.19.1.2 Location

La Crescenta-Montrose is located in the northwest part of the study area for the SR 710 North Study and is bordered by the Angeles National Forest to the north, the City of La Cañada Flintridge to the east, the City of Glendale to the south, and the community of Tujunga to the northwest. La Crescenta-Montrose is approximately 3.4 sq mi in size. I-210 runs through the southern part of La Crescenta-Montrose. The junction of I-210 and SR 2 is located approximately 0.25 mi southeast of La Crescenta-Montrose. Figure 5.1-1, provided earlier, illustrates the location of La Crescenta-Montrose within the study area for the SR 710 North Study.

### 5.19.1.3 History

#### La Crescenta

In the early 1880s, Dr. Benjamin Briggs, a physician from Crawfordsville, Indiana, searched for a place with an ideal climate where he could devote himself to horticultural pursuits and the establishment of a health resort. His search led him to the Cañada Valley, at the foot of the Sierra Madre Mountains, where he purchased a large amount of acreage in the northwestern part of Rancho La Cañada from Colonel A.W. Williams and Dr. J.L. Lanterman. Although Dr. Briggs did not live to carry out all of his plans, he attracted many people to the area who were interested in his ambitions.

From the site he had chosen for his home, Dr. Briggs had a clear view of the entire valley, and from it he saw a series of three crescents. At the foot of the San Rafael Hills on the southeast was one, at the foot of the Verdugo Hills on the southwest was another, and on the north was a large crescent at the foot of the Sierra Madre range. So, Dr. Briggs named the community that was beginning to develop “La Crescenta.”<sup>1</sup>

#### Montrose

In reward for his service to the King of Spain as a soldier in the California military, Jose Maria Verdugo, who served many years in the Mission Guard at San Gabriel, was given the first private land grant in California on October 20, 1784. The land grant, which became known as Rancho San Rafael, encompassed 36,000 ac of grazing land that spread from the Arroyo Seco westward to Mission San Fernando. It included the sites of the future communities of Glendale, La Cañada, Montrose, Verdugo City, the neighborhood of Eagle Rock, and many others.

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<sup>1</sup> La Crescenta Women’s Club, La Crescenta History, <http://www.freewebs.com/lacrescentawomansclub/lacrescentahistory.htm>, accessed July 8, 2013.

The community of Montrose was founded on Washington’s Birthday in 1913 with the original intention that Montrose Avenue would serve as the community’s main business district. In fact, Montrose Avenue was constructed as the widest road in Los Angeles County and retained that distinction for many decades.

In 1914, the Glendale and Montrose Railway was constructed, bringing streetcar service north from Glendale as far as Pennsylvania Avenue. The car barn was built in Montrose where the Anawalt Lumber Company is now located.<sup>1</sup>

Although the plan to make Montrose Avenue the community’s main business district never materialized, a two-block business district boasting a bank, hardware store, café, men’s clothier, drug store, and a local newspaper had grown up along Honolulu Avenue by the 1920s. This development foreshadowed the opening of the Montrose Shopping Park in 1967.<sup>2</sup>

## 5.19.2 Land Use and Planning

### 5.19.2.1 Existing Land Uses

The existing land uses in the community of La Crescenta-Montrose are illustrated on Figure 5.19-1. The acreage and percentage of existing land uses in the community of La Crescenta-Montrose are shown in Table 5.19.1. Table 5.19.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.19.1:  
**La Crescenta-Montrose Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	40.7	2
Industrial	1.6	0
Institutional	17.2	1
Mixed Commercial	3.2	0
Other	1.2	0
Public	186.7	10
Residential	1,219.2	68
Transportation and Utilities	1.3	0
Vacant	311.7	17
<b>Total</b>	<b>1,782.7</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.19.1, residential uses are the primary land use in the community of La Crescenta-Montrose, comprising approximately 68 percent of the land within the community, followed by public uses (10 percent). As shown on Figure 5.19-1 and described in Table 5.19.1, approximately 312 ac (17 percent) of the land in the community are vacant, the majority of which consists of undevelopable hillsides.

<sup>1</sup> Montrose Verdugo City Chamber of Commerce, History, <http://www.montrosechamber.org/history.html>, accessed August 8, 2013.

<sup>2</sup> Shop Montrose, <http://shopmontrose.com/montrose-history/>, accessed August 8, 2013.

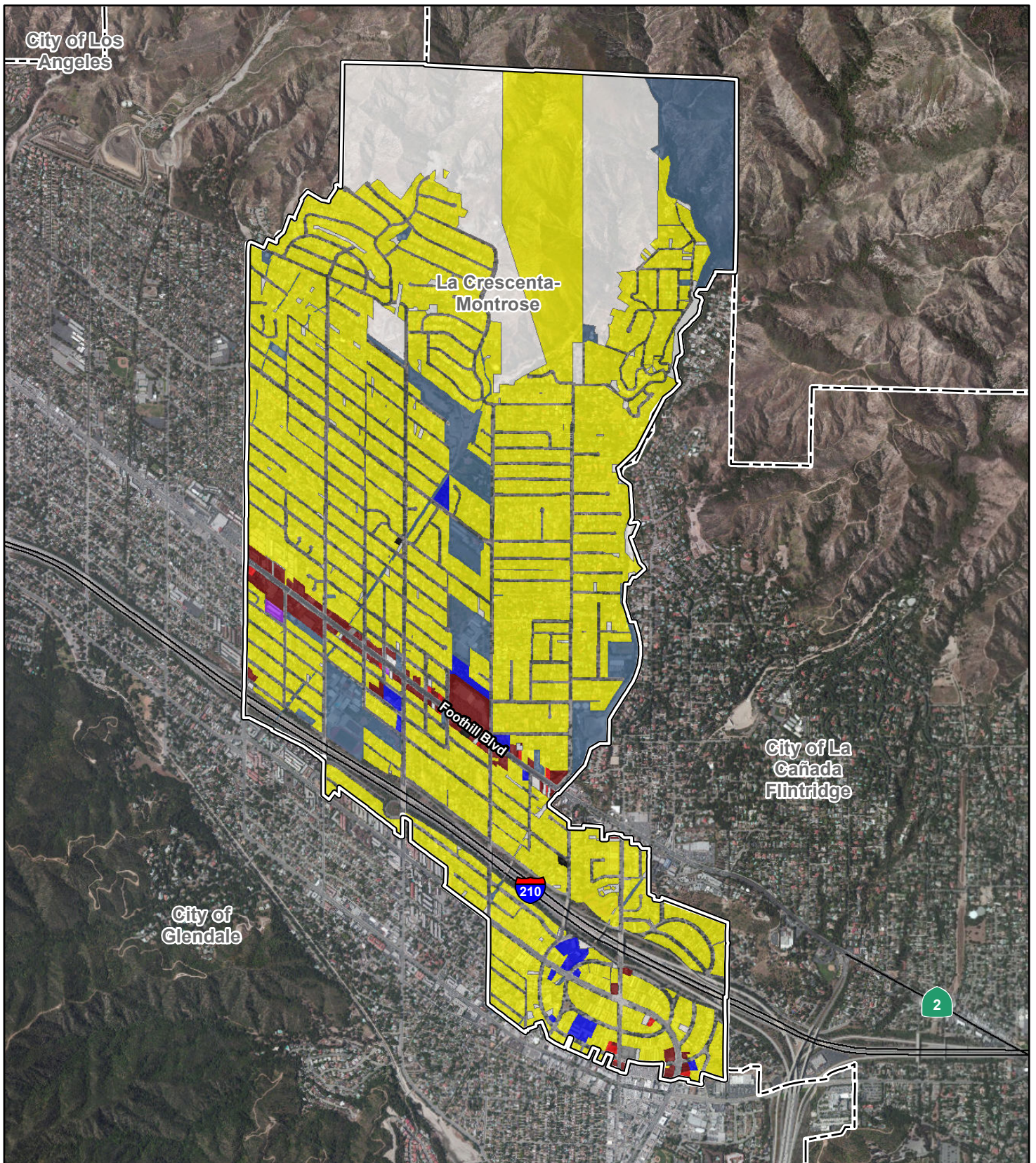
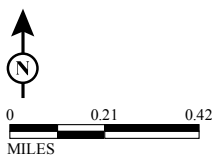


FIGURE 5.19-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Census Designated Place | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |



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## 5.20 Lincoln Heights

### 5.20.1 Introduction

Lincoln Heights is a neighborhood within the City of Los Angeles. As described in Section 5.1 of this CIA, for analysis purposes, the boundaries of the neighborhood of Lincoln Heights correspond to the official boundaries of the Lincoln Heights Neighborhood Council, as certified by the City of Los Angeles DONE on April 27, 2002.

#### 5.20.1.1 Location

The neighborhood of Lincoln Heights is located in the southwestern part of the study area for the SR 710 North Study and is bordered by the neighborhoods of Cypress Park and Arroyo Seco to the north, the neighborhood of El Sereno to the east, the community of Boyle Heights to the south, and the community of Chinatown to the west. The neighborhood of Lincoln Heights is approximately 3.1 sq mi in size. I-5 bisects Lincoln Heights, and SR 110 forms the northern boundary of the community. Figure 5.1-1, provided earlier, illustrates the location of the neighborhood of Lincoln Heights within the study area for the SR 710 North Study.

#### 5.20.1.2 History

Lincoln Heights, which was subdivided in 1873, is one of Los Angeles' first residential suburbs.<sup>1</sup> Originally, the area was settled by Irish, English, and German immigrants followed by Italians and Mexicans. Most recently, Asian immigrants have settled in the area.<sup>2</sup>

Lincoln Heights was originally named "East Los Angeles" and is located northeast of Downtown Los Angeles.<sup>3</sup> To ensure the commercial success of Lincoln Heights, water pipes were installed at considerable expense by Dr. John Strolher Griffin, William H. Workman, and John Gates Downey. In 1876, Griffin and Downey established one of the City's first streetcar lines to connect the East Los Angeles subdivision with Downtown Los Angeles.

Houses in Lincoln Heights vary in architecture and include examples of Victorian-era, Arts and Crafts, and Period Revival styles. The majority of residences were not architect designed, but rather were builder and contractor or homeowner constructed and housed working- and middle-class families.

### 5.20.2 Land Use and Planning

#### 5.20.2.1 Existing Land Uses

The existing land uses in the neighborhood of Lincoln Heights are illustrated on Figure 5.20-1. The acreage and percentage of existing land uses in the neighborhood of Lincoln Heights are shown in Table 5.20.1. Table 5.20.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

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<sup>1</sup> Office of Historic Resources, Lincoln Heights, <http://preservation.lacity.org/hpoz/la/lincoln-heights>, accessed August 9, 2013.

<sup>2</sup> Lincoln Heights Neighborhood Council, History, <http://lincolnheightsnc.org/lhnc/about/>, accessed August 9, 2013.

<sup>3</sup> Office of Historic Resources, Lincoln Heights, <http://preservation.lacity.org/hpoz/la/lincoln-heights>, accessed August 9, 2013.

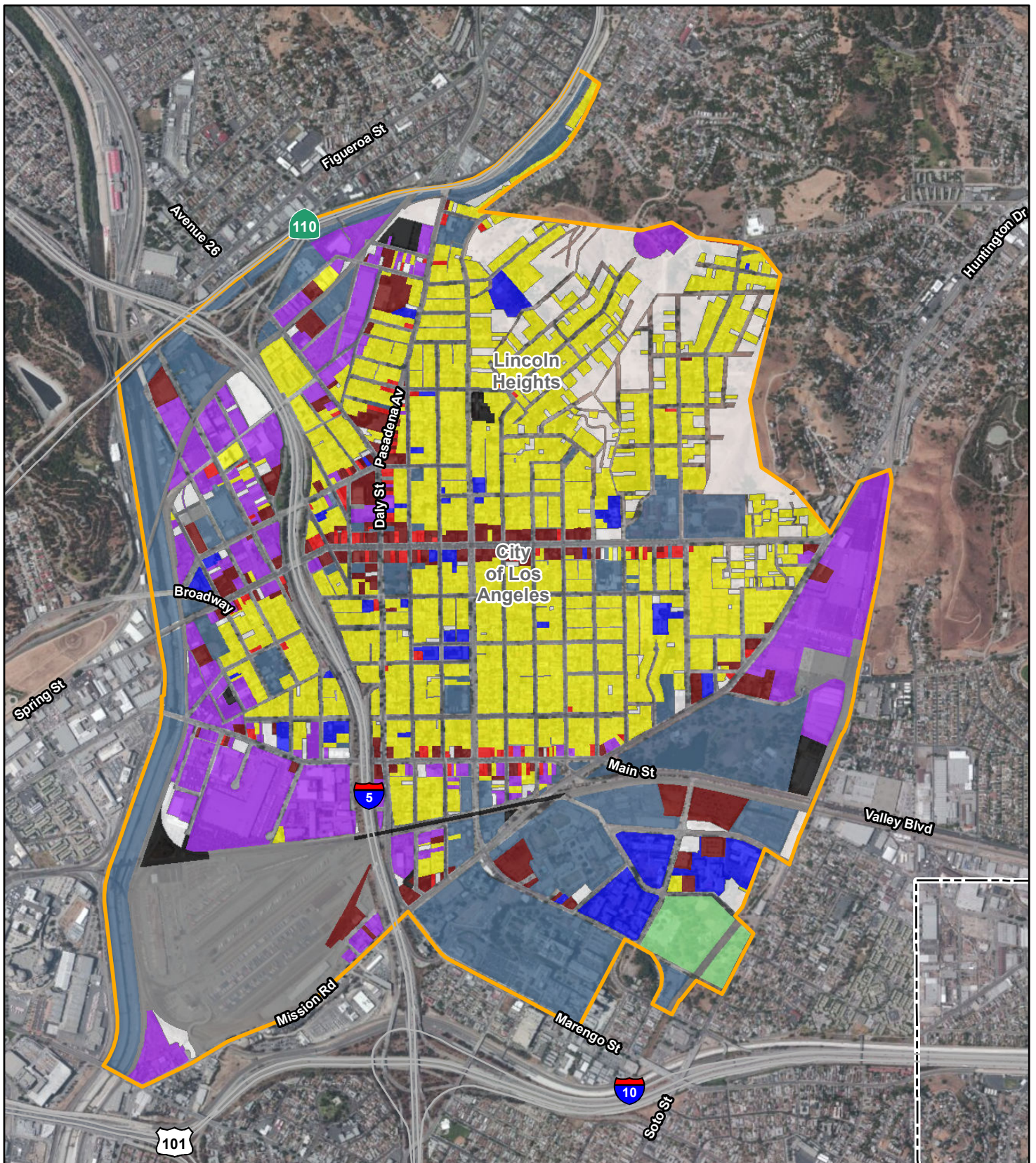
TABLE 5.20.1:  
**Lincoln Heights Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	84.8	5
Industrial	214.2	14
Institutional	55.2	4
Mixed Commercial	17.3	1
Other	23.7	2
Open Space and Recreation	22.3	1
Public	321.5	21
Residential	468.8	30
Transportation and Utilities	184.3	12
Vacant	159.0	10
<b>Total</b>	<b>1,551.1</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.20.1, residential uses are the primary land use in the neighborhood of Lincoln Heights, comprising approximately 30 percent of the land within the neighborhood, followed by public uses (21 percent). As shown on Figure 5.3-1 and described in Table 5.3.1, approximately 159 ac (10 percent) of the land in the neighborhood of Lincoln Heights are vacant, the majority of which consists of undevelopable hillsides.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Mixed Commercial             | Agricultural              |
| Neighborhood Boundary   | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |

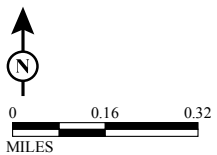


FIGURE 5.20-1

SR 710 North Study  
 Lincoln Heights  
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 EA 187900  
 EFIS 070000191

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## 5.21 Monrovia

### 5.21.1 Introduction

#### 5.21.1.1 Location

The City of Monrovia is located in the northeastern part of the study area for the SR 710 North Study, and is bordered by the City of Arcadia to the west, the Angeles National Forest to the north, the Cities of Bradbury and Duarte to the east, and the City of Irwindale to the south. The City of Monrovia is approximately 13.6 sq mi in size. I-210 runs through the southern part of the City and I-605 is located approximately 3 mi east of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Monrovia within the study area for the SR 710 North Study.

#### 5.21.1.2 History

William N. Monroe first brought his family to California in 1875 after a successful 10-year period of building railroads in the Midwest.<sup>1</sup> Monroe, a former school teacher and army officer during the Civil War, had met Charles Crocker of “Big Four” fame, and Crocker had persuaded Monroe to relocate to Southern California. The family set up headquarters in Los Angeles while Monroe was building railroads throughout California for the Southern Pacific Railroad. From 1879 to 1882, Monroe served on the Los Angeles City Council, meeting other leaders who would play an important role in Monrovia’s history several years later.

In 1882, the Monroes moved to Texas while William N. Monroe was involved in another construction project. At the conclusion of this work in 1884, the Monroe’s returned to Southern California and began their search for the perfect home site. During the course of their travels, they came to the San Gabriel Valley, where E.J. “Lucky” Baldwin had subdivided the eastern portion of his vast Rancho Santa Anita into 30 ac parcels. With Baldwin as their guide, the Monroes explored the area that would one day become Monrovia and were satisfied they had found the right place.

After moving onto their land, the Monroes frequently entertained many of the friends they had made while living in Los Angeles. By the end of 1885, three of these friends (Judge J.D. Bicknell, J.F. Crank, and E.F. Spence) also purchased acreage from Baldwin. In the spring of 1886, these men, together with Monroe and J.F. Falvey (the foreman of Baldwin’s ranch), decided to establish a town on their combined holdings. In honor of William N. Monroe, the new town was to be named Monrovia. Two engineers laid out a 60 ac town site with streets named for trees, flowers, and ladies, with the first lots offered for sale on May 17, 1886. The City of Monrovia is the fourth oldest general law city in Los Angeles County. The City was founded in May 1886 and became incorporated on December 6, 1887.

In 1903, the Monrovia News was established and the Pacific Electric railway was opened, which provided transportation for Monrovia residents to work in the City of Los Angeles.

The city has maintained its small-town charm although it includes a number of high-tech industries. The city has grown from a rural community of orange ranches to a predominantly residential community with a population of approximately 37,000 residents.

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<sup>1</sup> Americantowns.com, City of Monrovia History, [http://www.americantowns.com/ca/monrovia/organization/city\\_of\\_monrovia](http://www.americantowns.com/ca/monrovia/organization/city_of_monrovia), accessed November 19, 2013.

## 5.21.2 Land Use and Planning

### 5.21.2.1 Existing Land Uses

The existing land uses in the City of Monrovia are illustrated on Figure 5.21-1. The acreage and percentage of existing land uses in the City of Monrovia are shown in Table 5.21.1. Table 5.21.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

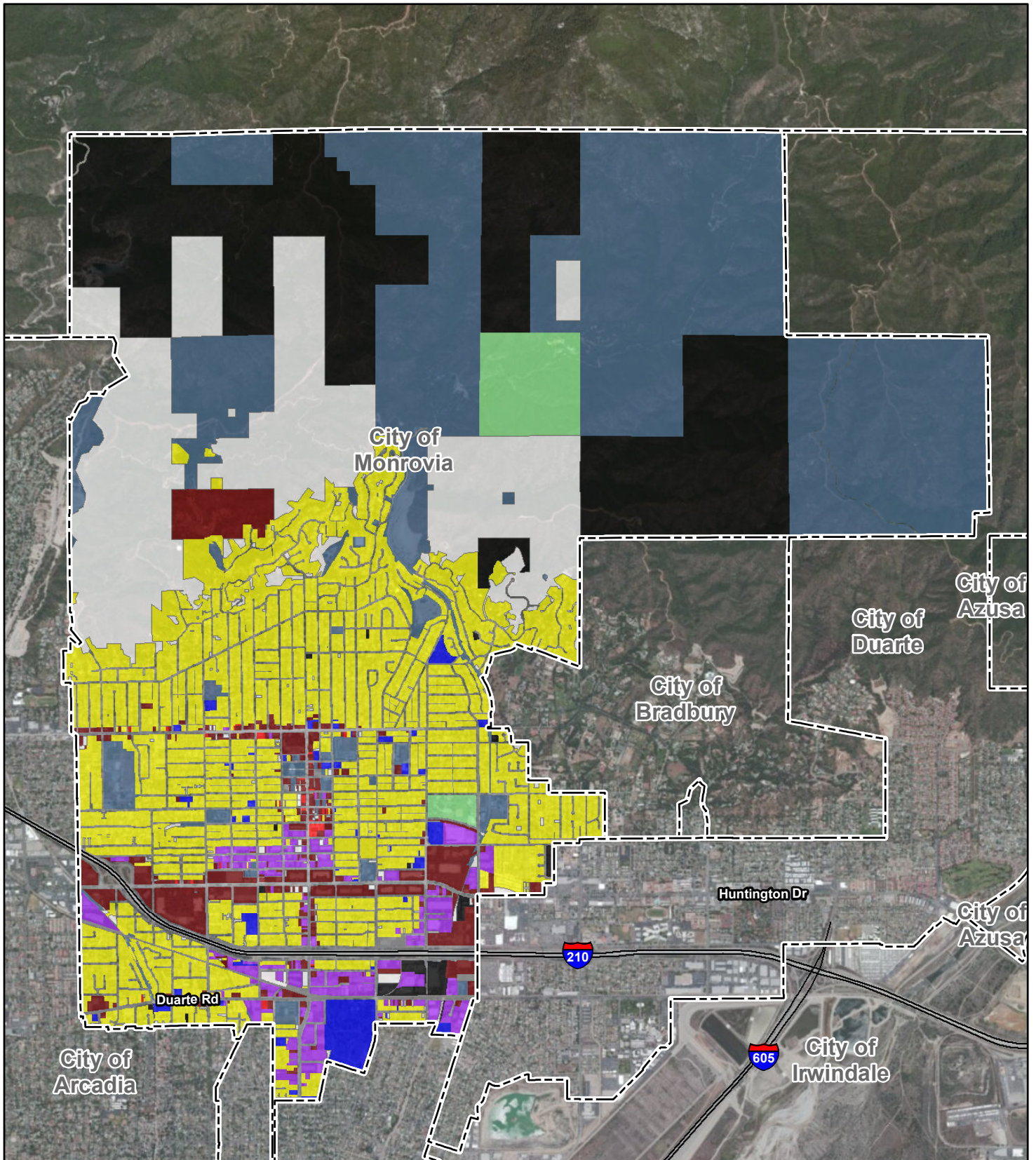
TABLE 5.21.1:  
**Monrovia Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	328.2	4
Industrial	230.0	3
Institutional	96.8	1
Mixed Commercial	8.4	0
Open Space and Recreation	179.7	2
Other	1,515.4	19
Public	2,499.2	31
Residential	1,859.1	23
Transportation and Utilities	24.5	0
Vacant	1,350.0	17
<b>Total</b>	<b>8,091.4</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.21.1, public uses are the primary land use in the City of Monrovia, comprising approximately 31 percent of the land within the City, followed by residential uses (23 percent). The majority of the public, other, and vacant lands in the City consist of open space in the foothills of the San Gabriel Mountains. As shown on Figure 5.21-1 and described in Table 5.21.1, 1,350 ac (17 percent) of the land in the City of Monrovia are vacant, the majority of which consists of undevelopable hillsides in the foothills of the San Gabriel Mountains.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |

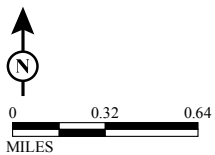


FIGURE 5.21-1

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## 5.22 Montebello

### 5.22.1 Introduction

#### 5.22.1.1 Location

The City of Montebello is located in the southern part of the study area for the SR 710 North Study and is bordered by the Cities of Monterey Park and Rosemead and the unincorporated community of South San Gabriel to the north, the City of Pico Rivera to the east and southeast, the City of Commerce to the southwest, and the unincorporated community of East Los Angeles to the west. The City of Montebello is approximately 8.5 sq mi in size. SR 60 runs through the northern part of the City and I-5 runs along the southwest border of the City. Figure 5.1-1, provided earlier, illustrates the location of the City of Montebello within the study area for the SR 710 North Study.

#### 5.22.1.2 History

The history of Montebello dates back to the days of the Franciscan Missionaries, who, on September 9, 1771, established the original San Gabriel Mission near the point where San Gabriel Boulevard now crosses the Rio Hondo River.

The City of Montebello originally consisted of parts of Rancho San Antonio, Rancho La Merced, and Rancho Paso de Bartolo. On the banks of the Rio Hondo, the last armed conflict was staged with Mexico for possession of California at the Battle of Rio San Gabriel on January 8, 1847. The old Juan Matias Sanchez Adobe remains standing just north of the intersection of La Merced and Lincoln Avenue, the heart of the old La Merced Rancho.

Following the Civil War, an Italian by the name of Alessandro Repetto built his ranch house on the hill overlooking his land, about a half-mile north of where Garfield Avenue crosses the Pomona Freeway. Repetto never married and, when he died in 1885, his brother Antonio sold his inheritance to Harris Newmark, Kaspar Cohn, John A. Bicknell, Stephen M. White, and I.W. Hellman, a group of business men well known in Los Angeles financial circles, for \$60,000 (about \$12/ac).

It was out of the Newmark and Cohn shares of the purchase (1,200 ac) that Montebello had its beginning in May 1899. It was originally given the name of Newmark, after the Newmark family. The remainder of the tract was divided into 5 ac plots. This area was later renamed Montebello, meaning beautiful hills in Italian, at the suggestion of a gentleman named William Mulholland. It was Mulholland who developed the water system, which was incorporated as the Montebello Land and Water Company in 1900.

Originally an agricultural community, Montebello boasted having the ideal climate, productive soil, and an abundance of water. From the turn of the century and through the 1920s, the area was famed for its production of flowers, vegetables, berries, and fruits. In 1912, the Montebello Woman's Club sponsored Montebello's first flower show in the high school auditorium.

The discovery of oil by the Standard Oil Company on the Anita Baldwin property in 1917 brought about a revolutionary change to Montebello. The agricultural hills soon became a major contributor

to oil production. By 1920, Montebello’s oil fields were producing one-eighth of the State’s crude oil. On October 16, 1920, Montebello was incorporated as the 35th city in Los Angeles County.<sup>1</sup>

Due to its central geographical location and that the city is encircled by freeways, the City of Montebello has become a center for the trucking and specialty vehicle industries. Businesses in the city manufacture wheels, engines, underbodies, refrigerated trucks, campers, and truck trailers. The City provides a home base for many over-the-road trucking industry, service, maintenance, and custom fabrication groups. Many businesses find Montebello’s central location critical to their operations. Those businesses include bakeries, meat companies, consumer paper distributors, sales organizations, beer and soft drink distributors, warehouses, petroleum distributors, and lumber and building material suppliers.

## 5.22.2 Land Use and Planning

### 5.22.2.1 Existing Land Uses

The existing land uses in the City of Montebello are illustrated on Figure 5.22-1. The acreage and percentage of existing land uses in the City of Montebello are shown in Table 5.22.1. Table 5.22.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.22.1:  
**Montebello Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.9	0
Commercial and Services	370.6	9
Industrial	682.2	16
Institutional	184.6	4
Mixed Commercial	18.7	0
Open Space and Recreation	153.0	4
Other	19.5	0
Public	414.9	10
Residential	1,859.0	43
Transportation and Utilities	246.9	6
Vacant	401.2	9
<b>Total</b>	<b>4,351.3</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.22.1, residential uses are the primary land use in the City of Montebello, comprising approximately 43 percent of the land within the City, followed by industrial uses (16 percent). As shown on Figure 5.22-1 and described in Table 5.22.1, approximately 401 ac (9 percent) of the land in the City of Montebello are vacant, the majority of which consists of land that was formerly used for oil production.

<sup>1</sup> City of Montebello, History of Montebello, [http://www.cityofmontebello.com/about/history\\_/default.asp](http://www.cityofmontebello.com/about/history_/default.asp), accessed August 9, 2013.

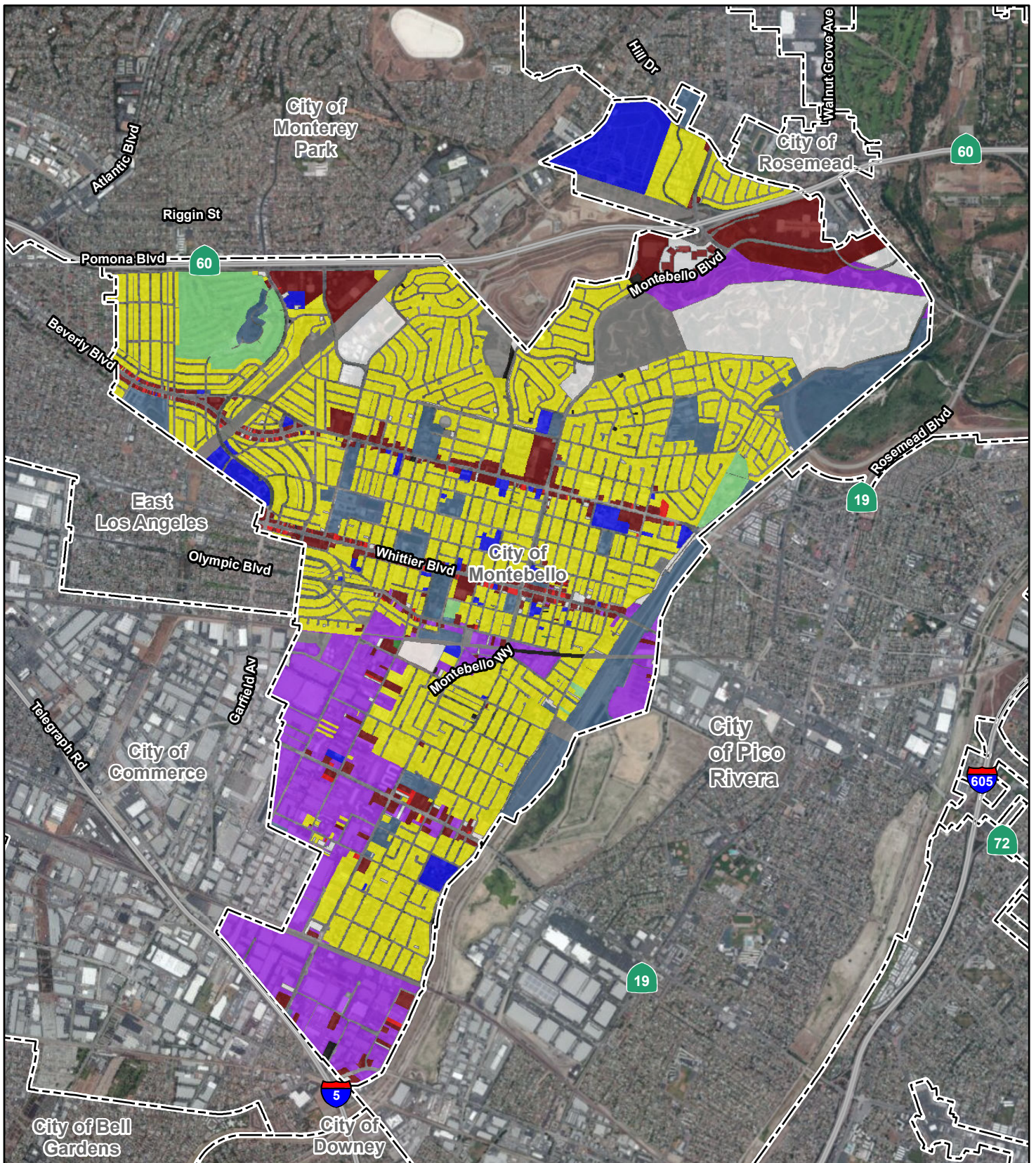
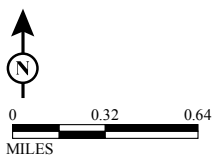


FIGURE 5.22-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Residential             | Institutional                | Open Space and Recreation |
| Commercial and Services | Public                       | Other                     |
| Mixed Commercial        | Transportation and Utilities | Vacant                    |
|                         | Agricultural                 |                           |



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## 5.23 Monterey Park

### 5.23.1 Introduction

#### 5.23.1.1 Location

The City of Monterey Park is located in the southern part of the study area for the SR 710 North Study, and is bordered by the City of Alhambra to the north, unincorporated East Los Angeles to the west, the City of Montebello to the south, the City of Rosemead to the east, and the City of San Gabriel to the northeast. The City of Monterey Park is approximately 7.7 sq mi in size and is bounded by I-10 to the north, I-710 to the west, and SR 60 to the south. Figure 5.1-1, provided earlier, illustrates the location of the City of Monterey Park within the study area for the SR 710 North Study.

#### 5.23.1.2 History

The area now known as Monterey Park was first inhabited by the Shoshone Indians, who were later renamed the Gabrielino Indians by the Spaniards. In the early 1800s, the area was part of the Mission San Gabriel de Archangel and then later became Rancho San Antonio.

The City of Monterey Park incorporated in May 1916 as a result of the Cities of Pasadena, South Pasadena, and Alhambra proposing to construct a large sewage treatment facility in the area. This prompted the local residents to incorporate the area into the City of Monterey Park. In 1920, a large area at the southern edge of the City broke away and the residents of the area developed the City of Montebello.

During the 1920s, Monterey Park became more ethnically diverse, with an influx of Asian immigrants joining the area settlers, who began farming potatoes and growing flowers, and developed nurseries in the Monterey Highlands area. Real estate became a thriving industry, with many commercial and residential development opportunities, especially in the East Side area of the City. Peter N. Snyder wanted to develop the East Side area as part of the industrial base of Los Angeles. He also developed residential and commercial projects along Atlantic Boulevard, known as Gardens Square, Golden Gate Square, and Midwick View Estates. As a result of the Depression, community development in the City stalled for nearly two decades.

After the end of World War II, the population in the City grew from 8,500 people in 1940 to 20,000 people in 1950. In the 1940s, the population was concentrated in the northern and southern parts of the City. As a result, in the 1950s, new developments occurred in the central part of the City to allow for the maximum growth potential. Also at this time, a series of annexations of the surrounding acreage occurred.<sup>1</sup>

### 5.23.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Monterey Park. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

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<sup>1</sup> City of Monterey Park, History of Monterey Park, <http://www.ci.monterey-park.ca.us/index.aspx?page=1079>, accessed March 27, 2013.

### 5.23.2.1 Existing Land Uses

The existing land uses in the City of Monterey Park are illustrated on Figure 5.23-1. The acreage and percentage of existing land uses in the City of Monterey Park are shown in Table 5.23.1. Table 5.23.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.23.1:  
**Monterey Park Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	348.3	9
Industrial	137.2	3
Institutional	42.1	1
Mixed Commercial	20.4	1
Open Space and Recreation	0.7	0
Other	3.2	0
Public	538.5	14
Residential	2,447.4	62
Transportation and Utilities	206.4	5
Vacant	229.9	6
<b>Total</b>	<b>3,974.0</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.23.1, residential uses are the primary land use in the City of Monterey Park, comprising approximately 62 percent of the land within the City, followed by public uses (14 percent). As shown on Figure 5.3-1 and described in Table 5.23.1, 229.9 ac (6 percent) of the land in the City are vacant.

### 5.23.2.2 General Plan Land Uses

General Plan land use designations for the City of Monterey Park, which guide future development, are illustrated on Figure 5.23-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data is based on the General Plan Land Use map published by the City of Monterey Park and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the approximately 229 ac of vacant land in Monterey Park, approximately 80 ac are designated for local parks, open space, and recreation uses, 69 ac are designated for commercial/office uses, and 36 ac are designated for mixed commercial and industrial uses. The remaining 44 ac are designated for single-family residential, multifamily residential, public facility, and mixed urban uses.

### 5.23.2.3 Adopted Goals and Policies

The following excerpted goals and policies from the City of Monterey Park General Plan are relevant to the SR 710 North Study.

#### Circulation Element (2001)

- **Goal 1.0:** Ensure easy, convenient access from Monterey Park to the Pomona Freeway (SR 60), Long Beach Freeway (I-710), and San Bernardino Freeway (I-10), while minimizing freeway impacts on the local street system.

- **Policy 1.1:** Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the City’s arterial roadway network.
- **Policy 1.2:** Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (I-710).
- **Policy 1.3:** Support efforts of Los Angeles County Metropolitan Transportation Authority and other transportation agencies to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the freeways.
- **Goal 2.0:** Provide a local street system that accommodates current and future traffic volumes.
  - **Policy 2.1:** Implement all circulation improvements pursuant to the Master Circulation Plan shown in Figure C-2 and described in Table C-2.
  - **Policy 2.5:** Implement intelligent transportation system technologies to improve traffic flow.
  - **Policy 2.7:** Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.
- **Goal 4.0:** Make public transportation convenient, safe, and responsive to changing transit demands.
  - **Policy 4.4:** Link local bus service to other transit centers in adjacent communities, including MetroLink stations and planned Eastside Corridor light rail or similar stations.
  - **Policy 4.5:** Work with the Los Angeles County Metropolitan Transportation Authority to establish bus routes and stops at appropriate locations throughout the City to adequately serve retail, employment, and other public gathering areas.
  - **Policy 4.8:** Continue to work with transit service providers to identify short- and long-term mobility needs in Monterey Park, and to ensure that those needs are met.
- **Goal 5.0:** Create and maintain a connected system of bicycle routes and pedestrian facilities that meets the need of City residents.
  - **Policy 5.1:** Provide a citywide Class II and Class III bicycle path system consistent with Figure C-4.
  - **Policy 5.3:** Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve City bicycle routes within the Los Angeles County bicycle route system. In particular, encourage linkages to light rail and other transit stations.

#### 5.23.2.4 Development Trends and Growth

The City of Monterey Park was the 32nd city to incorporate in Los Angeles County and currently encompasses an area of 7.7 sq mi. As of 2010<sup>1</sup>, the City of Monterey Park had 60,269 residents.

The City of Monterey Park is primarily a built-out community. While the City’s General Plan Land Use Element (2001) contains policies to promote quality development within the City, the City has very

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<sup>1</sup> United States Census Bureau, 2010 Census data, Monterey Park, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

little vacant land available for new development (refer to Figure 5.23-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of Monterey Park decreased by 1.1 percent, from 60,738 to 60,051. Between 2000 and 2010, the City's population increased by 0.4 percent.<sup>1</sup> According to SCAG, the City's population is forecast to increase to 77,700 by 2035. Table 5.23.2 provides the growth projections (population, households, and employment) for the City of Monterey Park from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.23.2, the City of Monterey Park is projected to experience more population growth and less household and employment growth than the overall County over the next two decades.

TABLE 5.23.2:  
**Monterey Park Growth Trends**

	2008	2020	2035	Projected 2008–2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Monterey Park</b>				
Population	60,100	67,900	77,700	29.3%
Households	19,900	20,900	21,700	9.0%
Employment	30,400	32,000	33,700	10.9%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.23.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of Monterey Park and the 15 census tracts inside its boundaries (refer to Figure 5.23-3 for census tract locations).

#### 5.23.3.1 Race and Ethnicity

Table 5.23.3 shows the racial and ethnic composition of the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2010 Census data). As shown in Table 5.23.3, racial minorities comprise a considerably larger share (80.6 percent) of the City of Monterey Park's population than the County overall (49.7 percent). Asians comprise nearly 67 percent of the population of the City, which is considerably higher than the County overall (13.7 percent).

<sup>1</sup> Southern California Association of Governments City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.



TABLE 5.23.3:  
**Monterey Park Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Monterey Park	19.4%	0.4%	0.4%	<b>66.9%</b>	0.0%	10.0%	<b>80.6%</b>
<b>Census Tracts in the City of Monterey Park</b>							
4817.11	7.8%	0.4%	0.1%	<b>87.0%</b>	0.0%	3.3%	<b>92.2%</b>
4817.12	9.7%	0.2%	0.4%	<b>80.9%</b>	0.0%	7.0%	<b>90.3%</b>
4817.13	9.7%	0.4%	0.3%	<b>82.3%</b>	0.1%	6.0%	<b>90.3%</b>
4817.14	8.4%	0.3%	0.3%	<b>86.3%</b>	0.0%	2.8%	<b>91.6%</b>
4820.01	14.5%	0.4%	0.3%	<b>78.4%</b>	0.1%	2.8%	<b>85.5%</b>
4820.02	17.1%	0.7%	0.3%	<b>67.4%</b>	0.0%	11.3%	<b>82.9%</b>
4821.01	17.7%	0.4%	0.6%	<b>69.4%</b>	0.0%	9.0%	<b>82.3%</b>
4821.02	27.1%	0.8%	0.2%	<b>58.3%</b>	0.1%	9.7%	<b>72.9%</b>
4822.01	12.1%	0.2%	0.2%	<b>79.0%</b>	0.0%	6.6%	<b>87.9%</b>
4822.02	11.6%	0.4%	0.2%	<b>78.6%</b>	0.1%	7.5%	<b>88.4%</b>
4826	22.0%	0.4%	0.2%	<b>65.2%</b>	0.1%	8.4%	<b>78.0%</b>
4827.01	39.9%	0.6%	<b>0.9%</b>	<b>30.2%</b>	0.0%	<b>23.5%</b>	<b>60.1%</b>
4827.02	33.5%	0.3%	<b>1.2%</b>	<b>47.4%</b>	0.0%	13.7%	<b>66.5%</b>
4828	34.5%	0.2%	0.5%	<b>41.2%</b>	0.0%	18.7%	<b>65.5%</b>
5304 <sup>2</sup>	48.7%	1.5%	<b>1.4%</b>	<b>18.7%</b>	0.1%	<b>25.9%</b>	<b>51.3%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/  
Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tract includes multiple jurisdictions.

Although the racial demographics of the 15 census tracts in the City of Monterey Park vary somewhat, racial minorities account for approximately 51 to 92 percent of the population in those census tracts. Each of the 15 census tracts in the City of Monterey Park has a higher percentage of racial minorities than the County.

Table 5.23.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2010 Census data). As shown in Table 5.23.4, Hispanics/Latinos comprise a smaller share (26.9 percent) of the City of Monterey Park’s population than the County overall (47.7 percent). Table 5.23.4 also shows that Hispanics/Latinos comprise between approximately 8 and 77 percent of the population in the 15 census tracts in Monterey Park. Although the City’s Hispanic/Latino population is lower than the County overall, 3 of the 15 census tracts in Monterey Park have a higher percentage of Hispanics/Latinos than the County.

### 5.23.3.2 Housing Occupancy

Table 5.23.4, provides the percentage of owner-occupied residences in the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2010 Census data). As shown in Table 5.23.4, the percentage of owner-occupied residences in the City of Monterey Park (55.4 percent) is higher than the County overall (47.7 percent). Table 5.23.4 also shows that between approximately 26 and 82 percent of the residences in the 15 census tracts in Monterey Park are owner-occupied, and that 8 of the 15 census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

TABLE 5.23.4:  
**Monterey Park Community Cohesion Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Monterey Park	<b>80.6%</b>	26.9%	<b>55.4%</b>	<b>19.3%</b>	<b>3.01</b>	<b>31.7%</b>	<b>47.6%</b>
<b>Census Tracts in the City of Monterey Park</b>							
4817.11	<b>92.2%</b>	8.3%	26.2%	<b>18.7%</b>	<b>3.12</b>	<b>50.1%</b>	27.2%
4817.12	<b>90.3%</b>	16.9%	32.4%	<b>16.4%</b>	<b>3.22</b>	<b>50.2%</b>	33.9%
4817.13	<b>90.3%</b>	14.6%	36.6%	<b>15.2%</b>	<b>3.17</b>	<b>28.5%</b>	<b>40.3%</b>
4817.14	<b>91.6%</b>	11.2%	26.2%	<b>23.9%</b>	2.81	<b>47.6%</b>	<b>41.7%</b>
4820.01	<b>85.5%</b>	11.8%	<b>80.8%</b>	<b>31.9%</b>	2.64	11.5%	<b>61.7%</b>
4820.02	<b>82.9%</b>	25.6%	<b>57.7%</b>	<b>19.8%</b>	2.75	24.0%	<b>52.4%</b>
4821.01	<b>82.3%</b>	25.0%	<b>54.7%</b>	<b>18.2%</b>	<b>3.11</b>	<b>25.9%</b>	<b>42.2%</b>
4821.02	<b>72.9%</b>	29.8%	<b>76.4%</b>	<b>19.9%</b>	<b>2.99</b>	16.0%	<b>59.2%</b>
4822.01	<b>87.9%</b>	16.8%	38.9%	<b>18.1%</b>	<b>3.04</b>	<b>41.8%</b>	38.0%
4822.02	<b>88.4%</b>	17.7%	45.5%	<b>13.0%</b>	<b>3.29</b>	<b>36.5%</b>	31.3%
4826	<b>78.0%</b>	25.3%	<b>76.9%</b>	<b>23.0%</b>	2.90	22.6%	<b>66.4%</b>
4827.01	<b>60.1%</b>	<b>63.7%</b>	<b>57.2%</b>	<b>16.4%</b>	<b>3.15</b>	23.3%	39.2%
4827.02	<b>66.5%</b>	44.2%	<b>81.9%</b>	<b>22.4%</b>	2.98	24.6%	<b>71.4%</b>
4828	<b>65.5%</b>	<b>48.8%</b>	<b>73.7%</b>	<b>19.0%</b>	<b>3.07</b>	<b>33.4%</b>	<b>55.5%</b>
5304 <sup>5</sup>	<b>51.3%</b>	<b>76.6%</b>	38.7%	<b>16.6%</b>	<b>3.02</b>	<b>48.1%</b>	<b>48.8%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: *Italicized numbers in bold* indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tract includes multiple jurisdictions.

ACS = American Community Survey

### 5.23.3.3 Elderly Residents

Table 5.23.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2010 Census data). As shown in Table 5.23.4, elderly residents comprise a larger share (19.3 percent) of the City of Monterey Park’s population than the County overall (10.9 percent). Table 5.23.4 also shows that elderly residents comprise between approximately 13 and 32 percent of the population in the 15 census tracts in Monterey Park, and that each of the 15 census tracts in the City has a higher percentage of elderly residents than the County overall.

### 5.23.3.4 Household Size

Table 5.23.4 shows the average household size in the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2010 Census data). As shown in Table 5.23.4, the average household size in the City of Monterey Park (3.01 persons) is slightly larger than the County overall (2.98 persons). Table 5.23.4 also shows that the average household size in the 15 census tracts in Monterey Park ranges from 2.64 to 3.29 persons per household, and that 10 of the 15 census tracts in the City have a larger average household size than the County overall.

### 5.23.3.5 Transit Dependency

Table 5.23.4 shows the percentage of the population that is transit-dependent in the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2007–2011 ACS data). As shown in Table 5.23.4, the transit-dependent population comprises a larger share (31.7 percent) of the City of Monterey Park’s population than the County overall (25.2 percent). Table 5.23.4 also shows that the transit-dependent population in the 15 census tracts in Monterey Park ranges from approximately 12 to 50 percent of the population, and that 8 of the 15 census tracts in the City have a higher percentage of transit-dependent residents than the County overall.

### 5.23.3.6 Housing Tenure

Table 5.23.4 also shows the percentages of the populations in the County, the City of Monterey Park, and the 15 census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.23.4, long-term residents comprise a larger share (47.6 percent) of the City of Monterey Park’s population than the County overall (39.6 percent). Table 5.23.4 also shows that the percentage of long-term residents in the 15 census tracts in the City of Monterey Park ranges from approximately 27 to 71 percent of the population, and that 10 of the 15 census tracts in the City have a higher percentage of long-term residents than the County overall.

### 5.23.3.7 Summary

As shown in Table 5.23.4 and described above, the City of Monterey Park has a higher percentage of racial minorities, owner-occupied residences, elderly residents, transit-dependent residents, and long-term residents, and a larger average household size than the County overall. Further, Table 5.23.4 shows that all 15 of the census tracts in Monterey Park exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, all 15 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of Monterey Park appears to exhibit a high degree of community cohesion.

## 5.23.4 Economic Conditions

### 5.23.4.1 Business Sector

Table 5.23.5 shows employment percentages by economic sectors for the City of Monterey Park and the County. As shown in Table 5.23.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of Monterey Park, at 22.0 percent. Food Services, Lodging, Arts, Entertainment, Recreation (11.8 percent) is the second largest industry sector in the City of Monterey Park.

### 5.23.4.2 Employment and Income

Table 5.23.6 provides information regarding the civilian labor force in the City of Monterey Park, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.23.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 27,700

TABLE 5.23.5:  
**Monterey Park Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Monterey Park
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.4%
Construction	6.0%	3.5%
Manufacturing	11.2%	10.0%
Wholesale Trade	3.7%	4.4%
Retail Trade	10.6%	10.0%
Transportation, Warehousing, and Utilities	5.2%	5.0%
Information	4.4%	2.4%
Finance and Insurance	6.7%	8.1%
Professional and Technical Services	12.1%	11.2%
Education, Health, and Social Services	20.2%	22.0%
Public Administration	3.4%	6.0%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	11.8%
Other	6.1%	5.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

TABLE 5.23.6:  
**Monterey Park Employment**

Employment Status	City of Monterey Park	Los Angeles County	State of California
Civilian Labor Force	30,000	4,996,600	18,655,700
Employed	27,700	4,486,400	17,005,900
Unemployed	2,300	510,200	1,649,900
Unemployment Rate	7.7%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

persons employed in the civilian labor force in the City, and 2,300 persons (approximately 7.7 percent) were unemployed. The City of Monterey Park’s unemployment rate is lower than those of both the County (10.2 percent) and the State (8.8 percent).

Table 5.23.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Monterey Park, and the 15 census tracts in Monterey Park (based on 2007–2011 ACS data). As shown in Table 5.23.7, the City of Monterey Park’s median household income (\$51,736) is lower than the County overall (\$56,266). Table 5.23.7 also shows that the median household income in the 15 census tracts in the City of Monterey Park ranges from \$19,353 to \$81,765, and that 9 of the 15 census tracts in the City have a lower median household income than the County.

Table 5.23.7 also shows that persons living below the poverty level comprise a slightly smaller share (14.4 percent) of the City of Monterey Park’s population than the County overall (16.3 percent). Table 5.23.7 also shows that the percentage of persons living below the poverty level in the 15 census tracts in the City of Monterey Park ranges from approximately 4 to 36 percent of the population, and that 4 of the 15 census tracts in the City have a higher percentage of persons living below the poverty level than the County overall.

TABLE 5.23.7:  
**Monterey Park Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Monterey Park	<b>\$51,736</b>	14.4%
<b>Census Tracts in the City of Monterey Park</b>		
4817.11	<b>\$31,174</b>	<b>27.5%</b>
4817.12	<b>\$36,176</b>	<b>19.3%</b>
4817.13	<b>\$38,681</b>	10.2%
4817.14	<b>\$29,500</b>	<b>28.0%</b>
4820.01	\$81,765	6.4%
4820.02	<b>\$53,338</b>	14.3%
4821.01	\$59,583	12.5%
4821.02	\$70,298	11.3%
4822.01	\$56,302	15.7%
4822.02	<b>\$52,097</b>	15.0%
4826	\$78,321	8.3%
4827.01	<b>\$56,076</b>	11.7%
4827.02	<b>\$43,594</b>	4.3%
4828	\$64,871	15.7%
5304 <sup>3</sup>	<b>\$19,353</b>	<b>35.7%</b>

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tract includes multiple jurisdictions.

### 5.23.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Monterey Park had 25,296 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of Monterey Park includes five main business districts: (1) Downtown Monterey Park (between Newmark Avenue and the northern border of the City); (2) the North Atlantic Boulevard Corridor (between Sevilla Street and the northern border of the City); (3) the South Atlantic Boulevard Corridor (between Brightwood Street and SR 60); (4) the Monterey Pass Road Corridor (entire length within the City); and (5) the Garvey Avenue Corridor (between Atlantic Boulevard and the eastern border of the City). All five of these business districts are within 0.5 mile (mi) of the project’s Build Alternatives.

### 5.23.4.4 Property Tax

The base property tax rate in the City of Monterey Park is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Monterey Park, the average additional debt service is 0.23 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported tax collected for all tax rate areas in the City of Monterey Park totaled approximately

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

\$7.2 million,<sup>1</sup> with a total assessed value of \$6.1 billion.<sup>2</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 11.9 percent<sup>3</sup> of the 1.0 percent property tax collected is distributed to the City of Monterey Park General Fund.

#### 5.23.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Monterey Park is 9.0 percent, 0.75 percent of which is allocated to the City of Monterey Park for public services.<sup>4</sup> The City of Monterey Park’s 1,304 permitted sales tax-producing businesses<sup>5</sup> generated approximately \$395.5 million in taxable sales in 2011.<sup>6</sup> The City of Monterey Park’s average total taxable sales revenue per permit in 2011 was \$303,276, approximately \$2,275 of which would be distributed to the General Fund (0.75 percent). Table 5.23.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of Monterey Park in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.23.8:

**Taxable Sales in the City of Monterey Park by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	42	– <sup>1</sup>	– <sup>1</sup>
Home Furnishings and Appliances	46	\$5,674	\$123,351
Building Material and Garden Equipment	16	\$1,519	\$94,922
Food and Beverage Stores	55	\$25,168	\$457,593
Gasoline Stations	9	\$53,880	\$5,986,700
Clothing and Accessories Stores	77	\$12,912	\$167,694
General Merchandise Stores	45	\$3,910	\$86,898
Food Services and Drinking Places	168	\$103,428	\$615,644
Other Retail Group	436	\$104,131	\$238,832
<b>Total Retail and Food Services</b>	<b>894</b>	<b>\$310,622</b>	<b>–</b>
<b>Average Taxable Sales/Permit for Retail and Food Services</b>	<b>–</b>	<b>–</b>	<b>\$347,452</b>
All Other Outlets	410	\$84,850	\$206,950
<b>Total All Outlets</b>	<b>1,304</b>	<b>\$395,472</b>	<b>–</b>
<b>Average Taxable Sales/Permit for All Outlets</b>	<b>–</b>	<b>–</b>	<b>\$303,276</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>1</sup> Sales omitted because their publication would result in the disclosure of confidential information. Sales provided in “other retail group.” Retail total may not add to total due to rounding.

#### 5.23.4.6 Existing Access

The major east-west arterials in the City of Monterey Park include: Monterey Pass Road, Garvey Avenue, and Graves Avenue. The major north-south arterials in the City of Monterey Park include: Atlantic Boulevard, Garfield Avenue, and New Avenue. Residents of Monterey Park have access to I-10 in the northern portion of the City via the Atlantic Boulevard, Garfield Avenue, and New Avenue interchanges. Residents of Monterey Park also have access to I-710 in the western portion of the City via the Floral Drive interchange.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

## 5.23.5 Community Services, Facilities, and Utilities

### 5.23.5.1 Police, Fire, and Library Facilities

#### Police Protection

The City of Monterey Park is served by its own police department, the Monterey Park Police Department (MPPD). The MPPD operates out of the Monterey Park Police Station at 320 West Newmark Avenue. Although police protection services in Monterey Park are provided by the MPPD, the LASD Headquarters is located at 4700 Ramona Boulevard. Figure 5.23-4 shows the location of the Monterey Park Police Station and the LASD Headquarters in the City. Of these facilities, the LASD Headquarters is within 0.5 mi of one or more of the project's Build Alternatives.

#### California Highway Patrol

The California Highway Patrol (CHP) has jurisdiction on all highways and freeways in the State of California, including I-10, I-710, and SR 60 in the City of Monterey Park. The East Los Angeles Office is located at 1601 Corporate Center Drive in the City of Monterey Park.<sup>1</sup> Figure 5.23-4 shows the location of the East Los Angeles CHP Office in the City. The East Los Angeles CHP Office is within 0.5 mi of one or more of the project's Build Alternatives.

#### Fire Protection

The Monterey Park Fire Department (MPFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Monterey Park. Figure 5.23-4 shows the locations of the three fire stations staffed by the MPFD in the City. One of these fire stations, Fire Station No. 61, located at 350 West Newmark Avenue, is within 0.5 mi of one or more of the project's Build Alternatives.

#### Libraries

The City of Monterey Park is served by the Monterey Park Bruggemeyer Library located at 318 South Ramona Avenue. Figure 5.23-4 shows the location of the Monterey Park Bruggemeyer Library in the City. The Monterey Park Bruggemeyer Library is within 0.5 mi of one or more of the project's Build Alternatives.

#### Other Government Facilities

The City of Monterey Park also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. Monterey Park City Hall is located at 320 West Newmark Avenue, and the Los Angeles County Superior Court operates its Juvenile Dependency Court facility at 201 Centre Plaza Drive. Figure 5.23-4 shows the location of these key government facilities in the City.<sup>2</sup> Of these facilities, the Juvenile Dependency Court is within 0.5 mi of one or more of the project's Build Alternatives.

<sup>1</sup> California Highway Patrol, CHP Geographical Organization, [http://www.chp.ca.gov/recruiting/docs/873\\_81007\\_Geo.pdf](http://www.chp.ca.gov/recruiting/docs/873_81007_Geo.pdf), accessed April 9, 2013.

<sup>2</sup> Additional government facilities are located throughout the City of Monterey Park; however, only major facilities such as courthouses and key government office buildings are shown.

### 5.23.5.2 Other Community Facilities

#### Hospitals

There are two hospitals in the City of Monterey Park (as shown on Figure 5.23-4). Both of these hospitals, the Garfield Medical Center (located at 525 North Garfield Avenue) and the Monterey Park Hospital (located at 900 South Atlantic Boulevard), are within 0.5 mi of one or more of the project's Build Alternatives.

#### Places of Worship

Places of worship offer additional community gathering areas in Monterey Park. Figure 5.23-4 shows the locations of known places of worship in Monterey Park.<sup>1</sup> Two of these places of worship, Christ Lutheran Church (417 North Garfield Avenue) and Saint Stephen Catholic Church (320 West Garvey Avenue), are within 0.5 mi of one or more of the project's Build Alternatives.

#### Homeless Services and Shelters

Shepherd of the Hills United Methodist Church of Monterey Park, located at 333 South Garfield Avenue, provides homeless services in the City of Monterey Park. Figure 5.23-4 shows the location of this homeless service provider in Monterey Park. Shepard of the Hills United Methodist Church is not within 0.5 mi of the project's Build Alternatives.

### 5.23.5.3 Schools

#### Public Schools

The AUSD, Garvey School District, LAUSD, and MUSD provide educational services to the residents who live in the City of Monterey Park. Figure 5.23-5 shows the locations of the public schools in the City.

Table 5.23.9 provides a list of the names, addresses, and operators of the public schools in the City of Monterey Park that are within 0.5 mi of the project's Build Alternatives. Table 5.23.9 also provides information about the grades taught at each public school within 0.5 mi of the project's Build Alternatives.

#### Private Schools

Monterey Park has several private elementary and high schools. Figure 5.23-5 shows the locations of these private schools in the City. Table 5.23.10 provides a list of the names, addresses, and operators of the private schools in the City of Monterey Park that are within 0.5 mi of the project's Build Alternatives. Table 5.23.10 also provides information about the grades taught at each private school within 0.5 mi of the project's Build Alternatives.

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<sup>1</sup> Additional places of worship are believed to be located throughout Monterey Park; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.



TABLE 5.23.9:  
**Public Schools in Monterey Park Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Bella Vista Elementary School	2410 Findlay Avenue	MUSD	K–5th
Lane Elementary School	1500 Cesar Chavez Avenue	LAUSD	K–6th
Monterey Highlands Elementary School	400 Casuda Canyon Drive	GSD	K–6th
Repetto Elementary School	650 South Grandridge Avenue	AUSD	K–8th
Ynez Elementary School	120 South Ynez Avenue	AUSD	K–8th

Source 1: Montebello Unified School District: Elementary Schools, <http://www.montebello.k12.ca.us/> Elementary, accessed July 26, 2013.

Source 2: LAUSD School Profile, <http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe?w3exec=find.profile.content&which=4767>, accessed July 26, 2013.

Source 3: Schools - Garvey School District, <http://garvey.sharpschool.net/cms/One.aspx?portalId=51971&pageId=104064>, accessed July 26, 2013.

Source 4: Executive Summary School Accountability Report Card, 2011–12 For Repetto Elementary, <http://ausd.edliotest.com/SARC/112E.pdf>, accessed July 26, 2013.

Source 5: Executive Summary School Accountability Report Card, 2011–12 For Ynez Elementary, <http://ausd.edliotest.com/SARC/113E.pdf>, accessed July 26, 2013.

AUSD = Alhambra Unified School District

LAUSD = Los Angeles Unified School District

GSD = Garvey School District

MUSD = Montebello Unified School District

K = Kindergarten

TABLE 5.23.10:  
**Private Schools in Monterey Park Within 0.5 Mile of Build Alternatives**

Name	Address	Grades
Alpha-Shen, Inc.	618 North Moore Avenue	K
Happy Day, Inc.	507 North Chandler	K
Saint Stephen Martyr	119 South Ramona Avenue	K–9th
Saint Thomas Aquinas	1501 South Atlantic Boulevard	K–9th

Source: California Department of Education, Private Schools, 2013.

K = Kindergarten

## Colleges and Universities

Monterey Park is the home of East Los Angeles College (ELAC), which is located at 1301 Avenida Cesar Chavez. Figure 5.23-5 shows the location of ELAC in the City. ELAC is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.23.5.4 Parks, Community Centers, and Recreation Facilities

The City of Monterey Park operates and maintains 12 parks. In addition, various private entities operate and maintain community centers and recreation facilities in the community that are used by Monterey Park residents. Figure 5.23-5 shows the locations of the parks, community centers, and recreational facilities in Monterey Park.

Table 5.23.11 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of Monterey Park that are within 0.5 mi of the project’s Build Alternatives. Table 5.23.11 also provides information about the size and amenities of each park, community center, or recreational facility within 0.5 mi of the Project’s Build Alternatives.

TABLE 5.23.11:  
**Parks, Community Centers, and Recreation Facilities in Monterey Park Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Barnes Memorial Park and Community Center	350 South McPherrin Avenue	City of Monterey Park	11.5	The park features a community center, a basketball gym, a Memorial bowl, a sheltered picnic pavilion, an Olympic-size pool, a lighted softball field, tennis courts, and a children's play area.
Bella Vista Park	400 Pomona Boulevard	City of Monterey Park	4.0	The park features a softball field, a children's play area, outdoor basketball courts, picnic facilities, a lighted tennis court, and restrooms.
Cascades Park	700 South Atlantic Boulevard	City of Monterey Park	2.0	The park includes cascading waterfalls with a passive turf area.
Chinatown Service Center - Monterey Park Office	112 North Chandler Avenue, Suite 105	Privately operated	–	This facility offers a community health center with primary health, dental, and behavioral services; on-site job training, referral and placement; Social Services, a Child Development Center, a Youth Center, Senior Services, and Affordable Housing Services.
Highlands Park	400 Casuda Canyon Drive	City of Monterey Park	8.3	The park is adjacent to Monterey Highlands School and features lighted tennis courts, a children's area, an open and shady space, and restrooms.
Langley Senior Center	400 West Emerson Avenue	City of Monterey Park	–	This senior center offers specialized classes, trips, tours, health screenings, tax services, and a range of other free services. Other activities include dances, a lunch program, billiards, table tennis, computer classes, flea markets, and special events.
Monterey Park Golf Course	3600 West Ramona Boulevard	Privately operated	–	The golf course has a 9-hole course with a two-level driving range, a club house with café, and a pro shop.
Pinetree Park	2167 Arriba Drive	City of Monterey Park	0.5	This is a small neighborhood park with a picnic table and children's play area.
Sequoia Park	750 Ridgecrest Avenue	City of Monterey Park	6.8	This park offers a Japanese garden with an Azumaya View Deck, a softball field, a children's area, lighted tennis courts, an outdoor basketball court, restrooms, and picnic facilities.

Source 1: City of Monterey Park, Park Facilities Map, <http://www.ci.monterey-park.ca.us/index.aspx?page=822>, accessed September 4, 2013.

Source 2: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

### 5.23.5.5 Bikeways and Recreational Trails

The City of Monterey Park has one Class II (striped, on-street) bikeway. The location of this bikeway is shown in Figure 5.23-5. There are no bikeways in the City of Monterey Park within 0.5 mi of the project's Build Alternatives.

### 5.23.5.6 Transit Services

Within the City of Monterey Park, public transportation services are provided by Metro, East Los Angeles Shuttle (El Sol), Foothill Transit, Montebello Bus Lines, and Monterey Park Spirit Bus. Table 5.23.12 provides a list of the existing bus routes within the City of Monterey Park, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

### 5.23.5.7 Utilities

Table 5.23.13 provides a list of the utility service providers in the City of Monterey Park.

**TABLE 5.23.12:  
 Existing Bus Service in Monterey Park**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
68	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Cesar E. Chavez Avenue, Riggin Street, Garfield Avenue, Pomona Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• East LA College</li> <li>• Indiana Gold Line Station</li> <li>• The Shops at Montebello</li> </ul>	12-15	20
70	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Marengo Street, Eastern Avenue, Ramona Boulevard, Garvey Avenue	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• LA County/USC Medical Center</li> <li>• Cal State LA/El Monte Station</li> </ul>	10-12	15
258	Metro	Local	N-S	Mon.–Fri. <sup>2</sup>	Eastern Avenue, Arizona Avenue, Mednik Avenue, Monterey Pass Road, Fremont Avenue	<ul style="list-style-type: none"> <li>• Suburban Medical Center</li> <li>• Maravilla Gold Line Station</li> </ul>	48	45-55
260	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station</li> </ul>	16-20	24-60
762	Metro	Rapid	N-S	Mon.–Fri. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station in Compton</li> </ul>	25	30-60
770	Metro	Rapid	E-W	Mon.–Sat. <sup>3</sup>	Garvey Avenue, Atlantic Boulevard, Cesar E. Chavez Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• East LA City College</li> <li>• White Memorial Hospital</li> <li>• Pico Blue Line Station</li> <li>• 7<sup>th</sup> Street/Metro Center Red/Purple Line Station</li> <li>• Union Station</li> </ul>	10-13	15
CT	EL	Local	Circular Route	Mon.–Sat. <sup>4</sup>	Cesar E. Chavez Avenue, City Terrace Drive, North Eastern Avenue, East Gage Avenue	<ul style="list-style-type: none"> <li>• Cal State LA</li> </ul>	30-60	30-60
481	FT	Express	E-W	Mon.–Fri. <sup>5</sup>	I-10, US-101	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• El Monte Station</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> </ul>	10-20	-
Silver Streak	FT	Express	E-W	Mon.–Sun. <sup>5</sup>	I-10	<ul style="list-style-type: none"> <li>• The Plaza at West Covina</li> <li>• El Monte Station</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• Union Station</li> <li>• Downtown LA</li> </ul>	15-30	15-30

**TABLE 5.23.12:  
 Existing Bus Service in Monterey Park**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
10	MBL	Local	E-W	Mon.–Sun. <sup>6</sup>	Whittier Boulevard, South Atlantic Boulevard	<ul style="list-style-type: none"> <li>• East LA College</li> <li>• East LA Civic Center Gold Line Station</li> <li>• Beverly Hospital</li> <li>• Whittier Hospital Medical Center</li> </ul>	10-15	10-15
30	MBL	Local	N-S	Mon.–Sun. <sup>7</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	45
50	MBL	Local	E-W	Mon.–Sat. <sup>7</sup>	Washington Boulevard	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Biola University</li> <li>• Presbyterian Intercommunity Hospital</li> </ul>	35	35
1	MP	Local	Circular Route	Mon.–Sat. <sup>8</sup>	Atlantic Boulevard, West Riggan Street, South Garfield Avenue, Emerson Avenue	<ul style="list-style-type: none"> <li>• Monterey Park Hospital</li> <li>• Monterey Park Mall</li> <li>• East LA Community College</li> <li>• Garfield Medical Center</li> </ul>	40	40
2	MP	Local	Circular Route	Mon.–Sat. <sup>8</sup>	West Riggan Street, Hillside Street, Crest Vista Drive, Atlantic Boulevard, Garfield Avenue	<ul style="list-style-type: none"> <li>• Monterey Park Hospital</li> <li>• Monterey Park Mall</li> <li>• East LA Community College</li> </ul>	40	40
3	MP	Local	Circular Route	Mon.–Sat. <sup>8</sup>	Garvey Avenue, Orange Avenue, Fulton Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> </ul>	40	40
4	MP	Local	Circular Route	Mon.–Sat. <sup>8</sup>	Monterey Pass Road, Garvey Avenue, Emerson Avenue	<ul style="list-style-type: none"> <li>• LA Corporate Center</li> <li>• Garfield Medical Center</li> </ul>	40	40
5	MP	Local	E-W	Mon.–Sun. <sup>8</sup>	Floral Drive, Corporate Center Drive, West Ramona Boulevard, West Riggan Street	<ul style="list-style-type: none"> <li>• Cal State LA</li> <li>• Cal State LA Metrolink Station</li> </ul>	30	30

Source 1: Metro, Maps and Time Tables, available at <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: East Los Angeles Shuttle (El Sol), El Sol, site: <http://ladpw.org/pdd/elasw/en/index.cfm>, accessed September 9, 2013.

Source 3: Foothill Transit, Maps and Schedules, available at <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

Source 4: Montebello Bus Lines, Montebello Bus Lines Schedules, available at <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

Source 5: Monterey Park Spirit Bus, Spirit Bus, available at <http://www.ci.monterey-park.ca.us/index.aspx?page=1689>, accessed February 13, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective June 26, 2011.

<sup>4</sup> Schedule effective July 1, 2012.

<sup>5</sup> Schedule as of July 31, 2013.

<sup>6</sup> Schedule effective August 2, 2012.

<sup>7</sup> Schedule effective June 27, 2012.

<sup>8</sup> Schedule effective October 2012.

Cal State LA = California State University, Los Angeles

CT = City Terrace/East LA College Route

E = East

EL = East LA Shuttle (El Sol)

Fri. = Friday

FT = Foothill Transit

I-10 = Interstate 10

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

MP = Monterey Park Spirit Bus

N = North

S = South

Sat. = Saturday

Sun. = Sunday

US-101 = United States Route 101

USC = University of Southern California

W = West

TABLE 5.23.13:  
**Monterey Park Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	City of Monterey Park Department of Public Works
Solid Waste	Athens Disposal
Telephone	Multiple Providers
Water	City of Monterey Park Water Utility Division

Source: City of Monterey Park, New Residents, <http://www.ci.monterey-park.ca.us/index.aspx?page=44>, <http://www.ci.monterey-park.ca.us/index.aspx?page=350>, accessed November 13, 2013.

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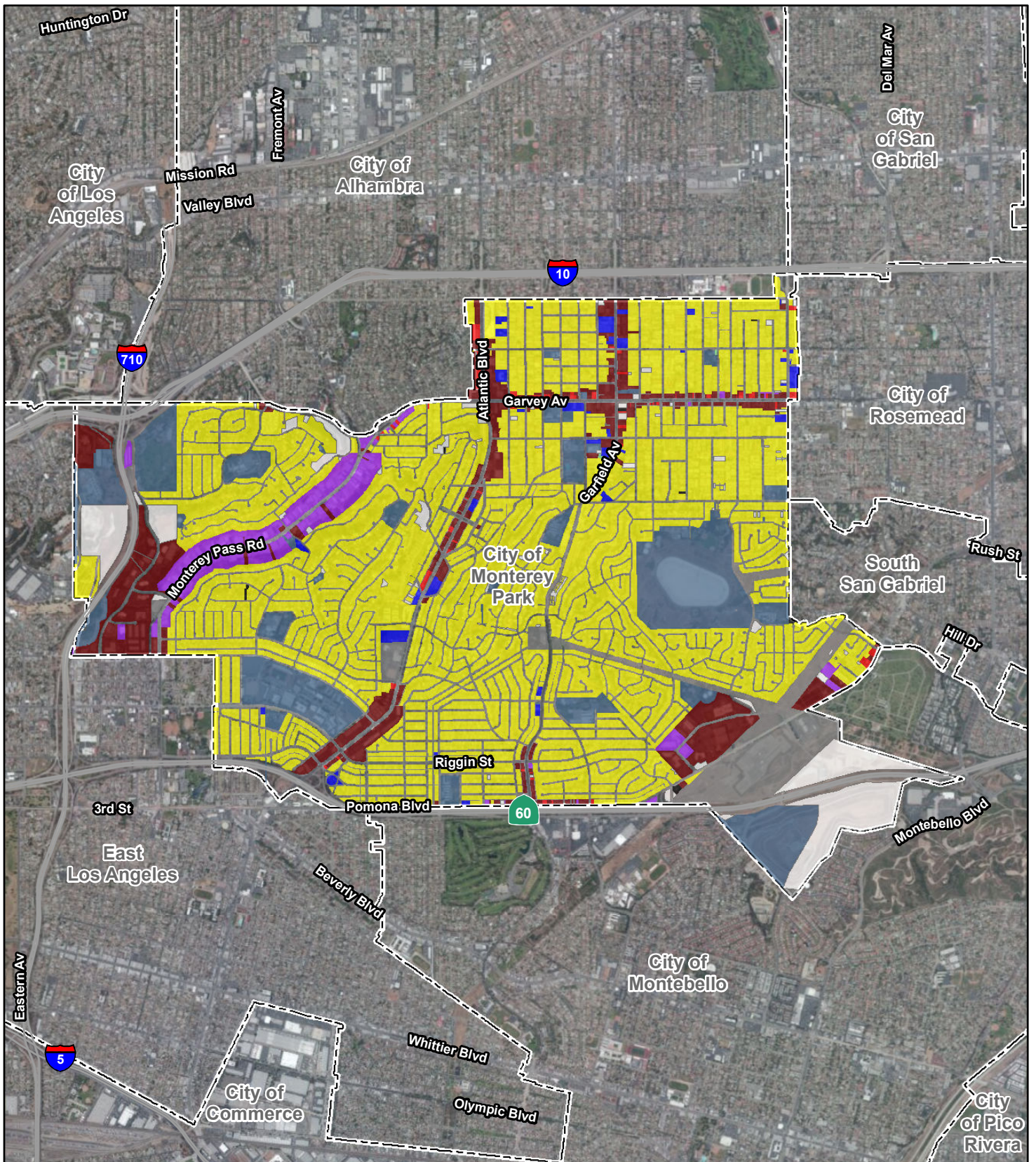
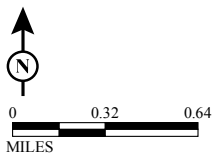


FIGURE 5.23-1

LEGEND

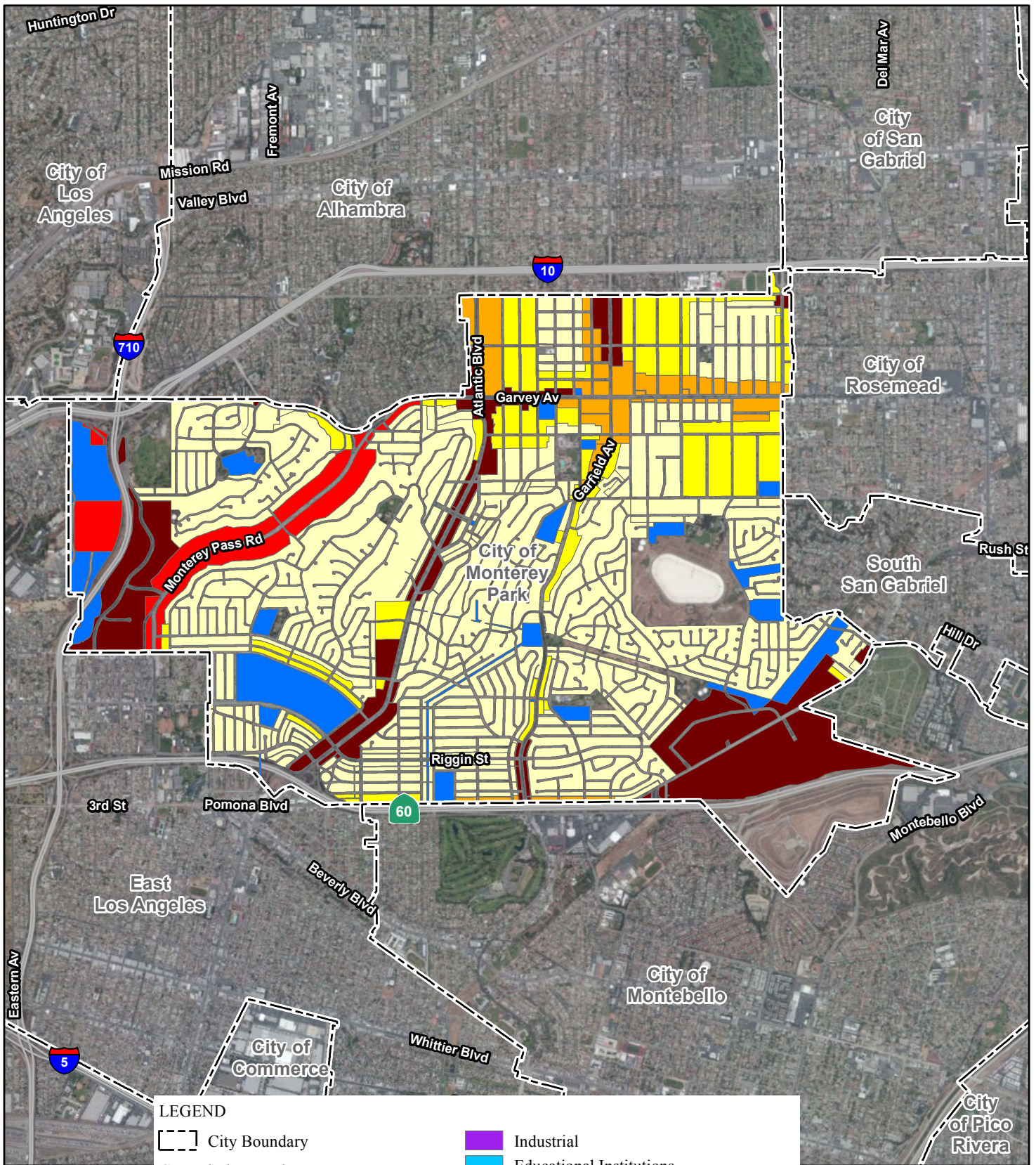
- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |



SR 710 North Study  
 Monterey Park  
 Existing Land Uses  
 07-LA-710 (SR 710)  
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**LEGEND**

City Boundary

General Plan Land Use

Single Family Residential

Multi-Family Residential

Commercial/Office

Mixed Commercial and Industrial

Industrial

Educational Institutions

Public Facilities

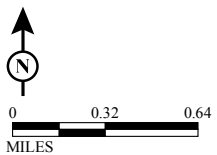
Mixed Urban

Local Parks, Open Space, and Recreation

Cemeteries

Transportation

FIGURE 5.23-2



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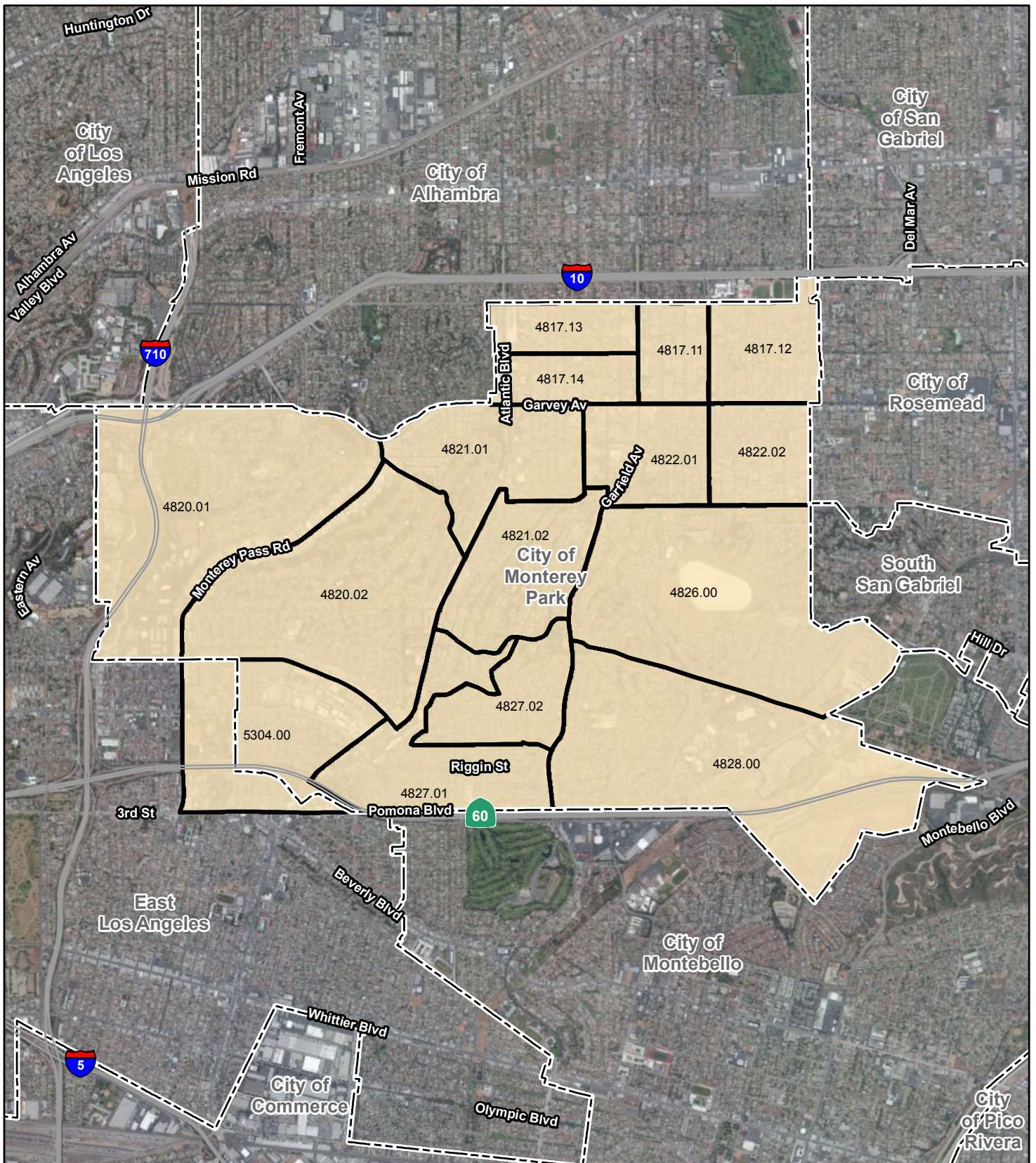


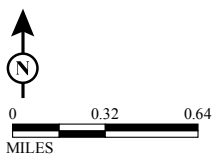


FIGURE 5.23-3

LEGEND

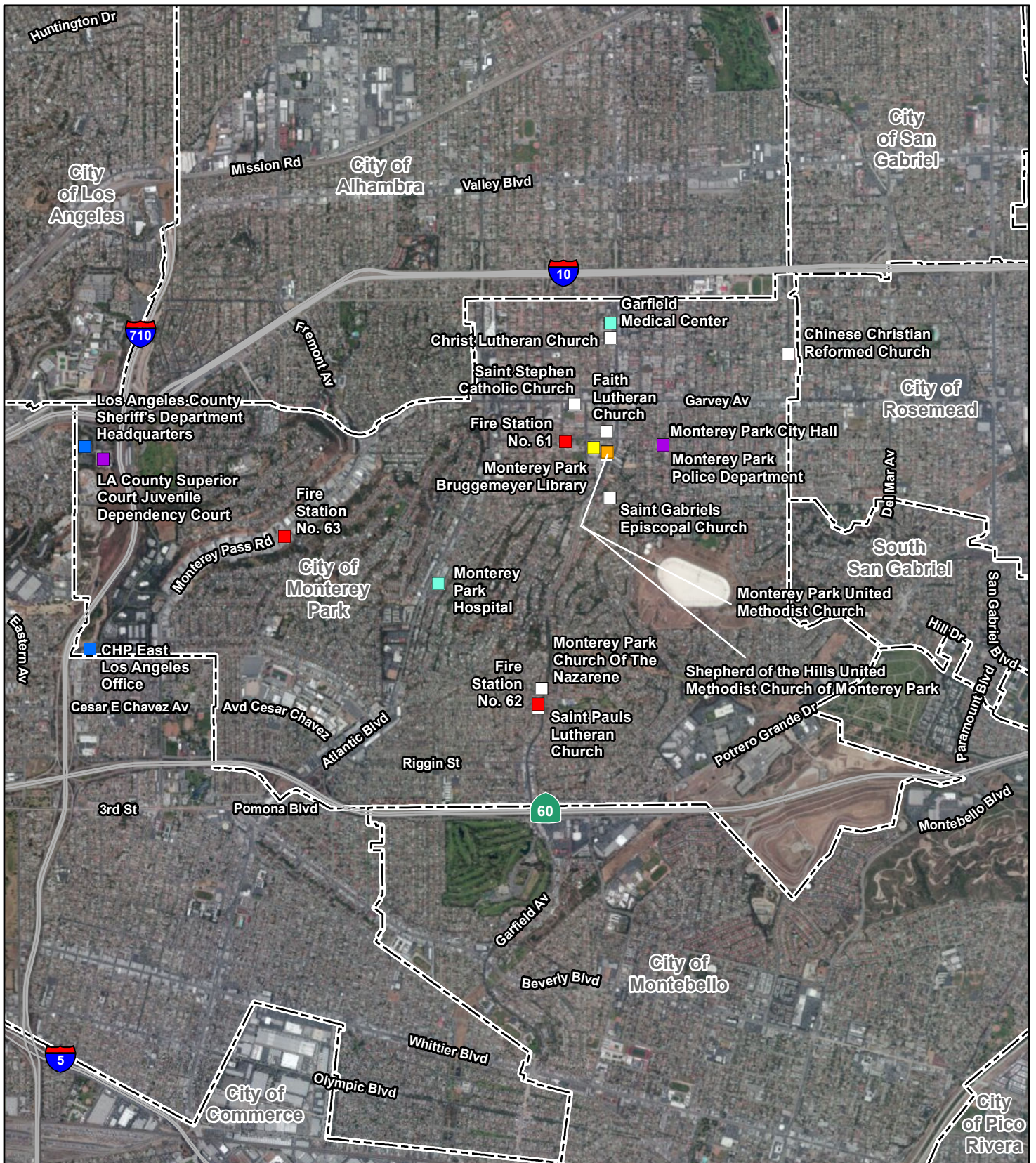
-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
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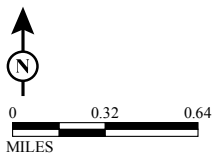
SR 710 North Study  
 Monterey Park Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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LEGEND

- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

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FIGURE 5.23-4

SR 710 North Study  
 Monterey Park Community Services  
 and Facilities

07-LA-710 (SR 710)

EA 187900

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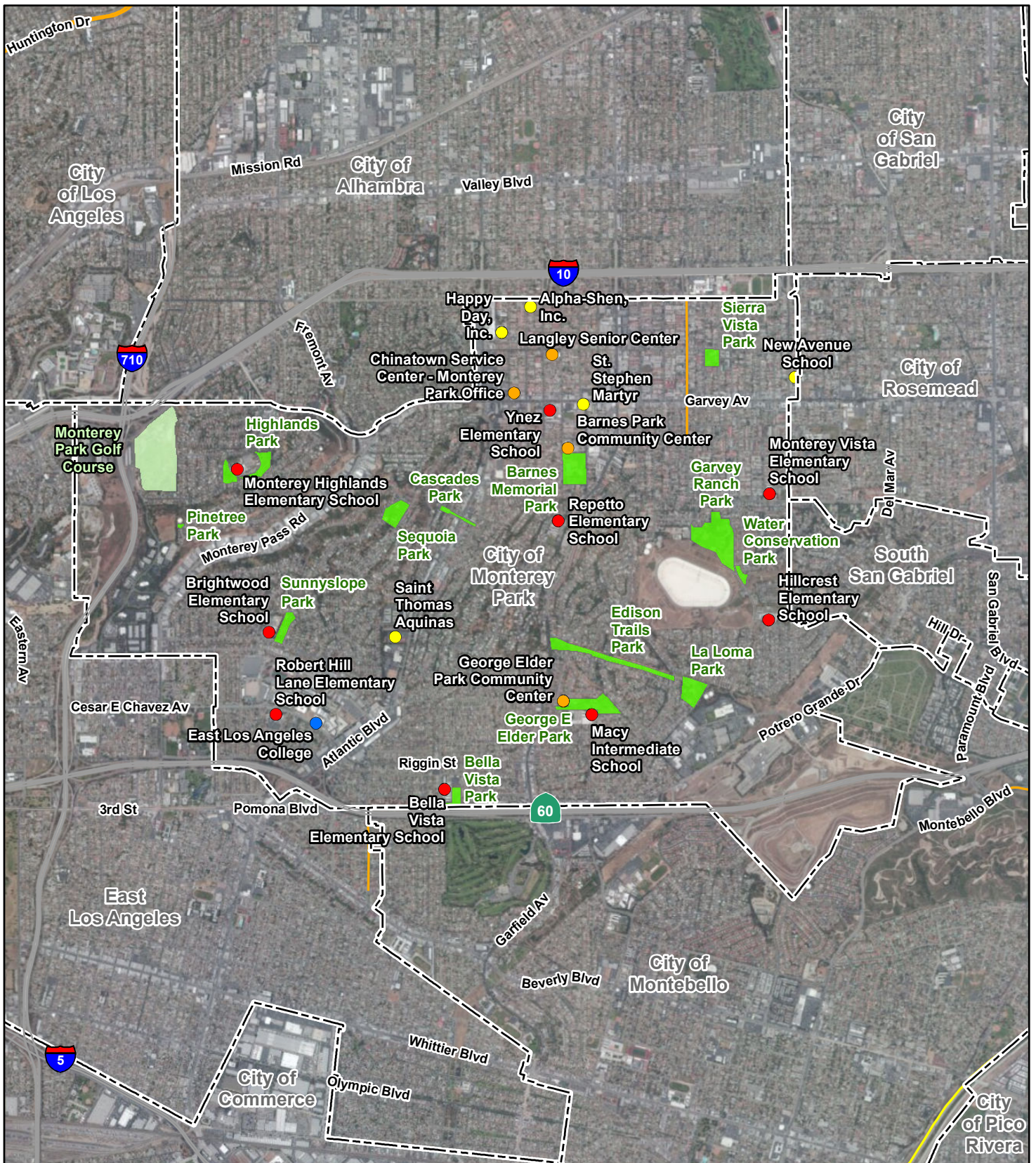
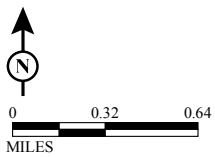


FIGURE 5.23-5

LEGEND

- Public School
- Private School
- College or University
- Community Center
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
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SR 710 North Study  
 Monterey Park Schools, Parks,  
 and Recreation Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
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## 5.24 Pasadena

### 5.24.1 Introduction

#### 5.24.1.1 Location

The City of Pasadena is located in the north-central part of the study area for the SR 710 North Study, and is bordered by the City of La Cañada Flintridge and the unincorporated community of Altadena to the north, the Cities of Sierra Madre and Arcadia to the east, the Cities of South Pasadena and San Marino and the unincorporated communities of San Pasqual and East Pasadena to the south, and the Cities of Los Angeles and Glendale to the west. The City of Pasadena is approximately 23.1 sq mi in size and is located approximately 4 mi from the northern terminus of I-710. I-210 runs through the central part of Pasadena in an east-west direction to the east of downtown Pasadena and in a north-south direction north of downtown Pasadena. SR 134 runs in an east-west direction through western Pasadena. SR 110 passes through the southwest portion of the City as Arroyo Parkway. Figure 5.1-1, provided earlier, illustrates the location of the City of Pasadena within the study area for the SR 710 North Study.

#### 5.24.1.2 History

The City of Pasadena incorporated in 1886.<sup>1</sup> In the ensuing decade, amenities such as sewers, paved streets, and electric street lighting were installed. The popularity of the region drew visitors from across the country, and Pasadena eventually became a key stop along the Atchison, Topeka and Santa Fe Railway, which led to an explosion in its growth.<sup>2</sup> From the real estate boom of the 1880s until the Great Depression, great tourist hotels were developed in the City and Pasadena became a winter resort for wealthy easterners. Two hotel structures have survived to the present day: the Green Hotel and the Vista Del Arroyo. The Vista Del Arroyo Hotel on Grand Avenue, which the Navy commandeered for use as a hospital during World War II, now houses the United States Court of Appeals for the Ninth Circuit. On January 1, 1890, the Valley Hunt Club initiated a mid-winter festival with a procession of flower-bedecked horses and carriages,<sup>3</sup> which became a yearly tradition that in 1898 was formally sponsored by the Tournament of Roses Association. Throop Polytechnic Institute (first named Throop University) was founded in 1891 and later became the California Institute of Technology (Caltech).<sup>4</sup>

In the early 1900s more grand hotels were built. The City's population grew from 9,117 in 1900 to 30,291 by 1910.<sup>5</sup> The population included Chinese and Mexicans (who were brought in to work on the railroads) and Blacks (who moved in and started small businesses or worked as servants in the big houses and hotels). The area of the City increased through annexations to the north and east. Then, in 1914, San Rafael Heights and Linda Vista, which had been physically linked to Pasadena by

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<sup>1</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Becomes a City: 1886-1920, <http://ww2.cityofpasadena.net/History/1886-1920.asp>, accessed March 25, 2013.

<sup>2</sup> Pasadena California information, Pasadena History, <http://www.pasadenacalifornia.com/local/cityinfo.html>, accessed March 25, 2013.

<sup>3</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Becomes a City: 1886-1920, <http://ww2.cityofpasadena.net/History/1886-1920.asp>, accessed March 25, 2013.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

the Colorado Street Bridge in 1913, were annexed.<sup>1</sup> Some of the best architects settled in Pasadena, which became known for its fine architecture, particularly the Craftsman style that was perfected by Greene and Greene.

Through the end of the 1920s, Pasadena continued to enjoy a reputation as a tourist center and winter resort for the wealthy. In 1921, the City expanded its municipal facilities and built the Rose Bowl stadium and the Brookside Park recreation facility.<sup>2</sup> A 1923 city bond issue financed the construction of a Civic Center, consisting of the Central Library and City Hall, which opened in 1927, and the Civic Auditorium, which opened in 1932.<sup>3</sup> The Depression signaled the end of an era for Pasadena, disrupting its tourist economy, which never resumed at its previous level. World War II ushered in a turnabout and set Pasadena on the path to modern industrial growth. Led by Caltech and the JPL, which became focal points of research and development for the war effort, Pasadena evolved into a center for industrial research and light manufacture of scientific and electronic precision instruments.<sup>4</sup> The completion in 1940 of the Arroyo Seco Parkway, California's first freeway, provided a fast and direct route from Pasadena to Los Angeles.<sup>5</sup> Overnight, Pasadena became an attractive place to live for people working in industrial areas in Los Angeles.

In the mid-1940s and early 1950s, new housing tracts were opened in the Linda Vista, San Rafael, Allendale, Hastings Ranch, and Coronet areas to relieve the housing shortage.<sup>6</sup> Retail sales showed a steady increase and, in 1947, the opening of Bullock's heralded what was to become an exclusive shopping area on South Lake Avenue.<sup>7</sup> However, with growth came problems. As Pasadena's business district moved east of Fair Oaks and Colorado, the area that was once the heart of the City became dilapidated, with high vacancy rates and declining property values.<sup>8</sup> The early 1960s saw some major companies leave Pasadena due to lack of land for expansion. The year of 1969 marked the opening of the Pasadena Museum of Modern Art (now the Norton Simon Museum of Art).<sup>9</sup> The 1970s were a period of economic revitalization, primarily under the direction of the Pasadena Redevelopment Agency. Large corporations relocated their headquarters to Pasadena, the Conference Center was built, and the Plaza Pasadena retail shopping mall was completed.<sup>10</sup> Millions of square feet of office space were created as well as many new condominium projects and commercial buildings.

With growth and new development came concern for preserving the unique quality of life in Pasadena. An awakened respect for the City's architectural treasures led to the renovation of historic homes and buildings throughout Pasadena. Nowhere was this more apparent than in Old

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<sup>1</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Becomes a City: 1886-1920, <http://ww2.cityofpasadena.net/History/1886-1920.asp>, accessed March 25, 2013.

<sup>2</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena's Golden Age: 1920-1930, <http://ww2.cityofpasadena.net/History/1920-1930.asp>, accessed March 25, 2013.

<sup>3</sup> Ibid.

<sup>4</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Endures the Depression and War: 1930-1950, <http://ww2.cityofpasadena.net/History/1930-1950.asp>, accessed March 25, 2013.

<sup>5</sup> Ibid.

<sup>6</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Faces the Challenge: 1950-1970, <http://ww2.cityofpasadena.net/History/1950-1970.asp>, accessed March 25, 2013.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

Pasadena, where the City’s business district first started. Revitalization of this area occurred throughout the 1980s, culminating at the end of 1992 with the completion of the One Colorado historic block.<sup>1</sup> Transformed into a restaurant and entertainment center, Old Pasadena has become a major attraction in Southern California. Pasadena’s role as a regional hub was further enhanced by the completion of the Metro Gold Line (which connects the City to downtown Los Angeles) in 2003.

## 5.24.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Pasadena. The General Plan was reviewed to understand the development trends, land use-related goals, and specific city policies that could affect or be affected by the proposed project.

### 5.24.2.1 Existing Land Uses

The existing land uses in the City of Pasadena are illustrated on Figure 5.24-1. The acreage and percentage of existing land uses in the City of Pasadena are shown in Table 5.24.1. Table 5.24.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.24.1:  
**Pasadena Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.3	0
Commercial and Services	1,207.3	10
Industrial	179.9	2
Institutional	620.0	5
Mining and Extraction	0.2	0
Mixed Commercial	57.6	0
Open Space and Recreation	161.3	1
Other	243.0	2
Public	1,964.1	17
Residential	6,688.0	57
Transportation and Utilities	140.2	1
Vacant	537.5	5
<b>Total</b>	<b>11,799.5</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.24.1, residential uses are the primary land use in the City of Pasadena, comprising approximately 57 percent of the land within the City, followed by public uses (17 percent). As shown on Figure 5.24-1 and described in Table 5.24.1, 537.5 ac (5 percent) of the land in the City are vacant, the majority of which consists of undevelopable hillsides.

### 5.24.2.2 General Plan Land Uses

General Plan land use designations for the City of Pasadena, which guide future development, are illustrated on Figure 5.24-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns.

<sup>1</sup> City of Pasadena, Heritage: A Short History of Pasadena, Pasadena Seeks to Balance Growth & Preservation: 1970–Present, <http://ww2.cityofpasadena.net/History/1970.asp>, accessed March 25, 2013.

General Plan land use data are based on the General Plan Land Use map published by the City of Pasadena and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 537.5 ac of vacant land in Pasadena, approximately 338 ac are designated for single-family residential uses, 138 ac are designated for local parks, open space, and recreation uses, and 34 ac are designated for mixed urban uses. The remaining 28 ac are designated for multifamily residential, commercial/office, public facility, and transportation uses.

### 5.24.2.3 Adopted Goals and Policies

The following excerpted objectives and policies from the City of Pasadena General Plan are relevant to the SR 710 North Study.

#### Mobility Element (2004)

- **Objective 3.2.1:** Promote a Livable and Economically Strong Community
  - **Policy 1.5:** Promote ease of access to local and regional transportation services by developing identifiable corridors and appropriate signage to accommodate travel within the City and to/from destinations outside the City.
  - **Policy 1.8:** Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.
  - **Policy 1.10:** Promote user safety in design and development of new transportation projects and services.
  - **Policy 1.18:** Support the sustaining of recent improvements in air quality and achieve further significant progress in such improvements to meet State and Federal mandates.
  - **Policy 1.21:** Pursue funding opportunities to implement programs and projects that contribute to the City’s overall transportation vision of achieving a livable community where people can circulate without cars.
- **Objective 3.2.2:** Encourage Non-Auto Travel
  - **Policy 2.4:** Encourage the construction of safe, clean, and attractive transit stops by including consideration of such improvements along with bicycle facilities and pedestrian amenities in the City’s project review process.
  - **Policy 2.8:** Develop and maintain a comprehensive and integrated system of bikeways and increase bicycle racks at major destinations to promote bicycle riding for commuting and recreation.
- **Objective 3.2.4:** Manage Multimodal Corridors
  - **Policy 4.1:** Develop and implement appropriate traffic management measures and improved directional signage to keep traffic on designated major multimodal corridors and to accommodate the needs of users along the corridor and the needs of multimodal and peak-hour travelers.
  - **Policy 4.13:** Coordinate auto and bicycle parking management policies with other transportation and project review efforts such as transit enhancements and transportation demand management programs.

### Land Use Element (2004)

- **Objective 18:** IMPROVED ENVIRONMENT: Improve the quality of the environment for Pasadena and the region.
  - **Policy 18.1:** AIR QUALITY: Improve the air quality in Pasadena and in the region.
- **Objective 20:** LAND USE/TRANSPORTATION RELATIONSHIP: Promote the relationship of land use and transportation.
  - **Policy 20.1:** TRANSIT ACCESSIBILITY: Increase accessibility to all public transportation services.
  - **Policy 20.2:** TRAFFIC CONGESTION: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.
  - **Policy 20.3:** BICYCLES/PEDESTRIANS: Promote the use on non-motorized modes of transportation, such as bicycles and walking within the City.
  - **Policy 20.4:** OPTIMUM MOBILITY: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.
- **Objective 21:** CIRCULATION: Make Pasadena a city where there are effective and convenient alternatives to using cars.
  - **Policy 21.4:** AVAILABILITY: Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.
  - **Policy 21.10:** BICYCLES/PEDESTRIANS: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.
- **Objective 22:** TRANSIT/PEDESTRIAN COORDINATION:
  - **Policy 22.3:** PEDESTRIAN ACCESS: Encourage clear, direct and comfortable pedestrian access to the City's urban core and transit stops.
- **Objective 23:** MOBILITY ELEMENT: The Mobility Element shall support the development of transit-oriented and pedestrian oriented developments.
  - **Policy 23.3:** BICYCLE PARKING: Provide bicycle-parking facilities throughout commercial areas, at transit stops and in developments which include offices.

### Noise Element (2002)

- **Objective 2:** The City will work to reduce the effects of traffic-generated noise from major roadways on residential and other sensitive land uses.
  - **Policy 2c:** The City will encourage the use of alternative transportation modes as stipulated in the Mobility Element (walking, bicycling, transit use, electric vehicles) to minimize traffic noise in the City.
  - **Policy 2d:** The City will work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.

The South Fair Oaks Specific Plan was adopted by the City of Pasadena City Council in 2002 to promote new development near light rail transportation in the South Fair Oaks area. The South Fair Oaks Specific Plan area is generally located along the Fair Oaks Avenue and Raymond Avenue

corridors between California Boulevard and State Street, and extends westward to Pasadena Avenue between California Boulevard and Bellefontaine Street. Since improvements contemplated under the BRT and LRT Alternatives would be located within the South Fair Oaks Specific Plan area, the following goals in the South Fair Oaks Specific Plan are relevant to the SR 710 North Study:

- Integrate land use and transportation programs, with the light rail station site at Fillmore Street.
- Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.

The East Colorado Boulevard Specific Plan was adopted by the City of Pasadena City Council in 2003 to facilitate and encourage improvements that help realize the community's vision to create a vibrant mix of land uses, a unified streetscape, and a series of distinctive places along East Colorado Boulevard. The East Colorado Boulevard Specific Plan area is approximately 3 mi in length and includes most of the parcels with frontage on East Colorado Boulevard between Catalina Avenue and Sycamore Avenue. Since improvements contemplated under the BRT Alternative would be located within the East Colorado Boulevard Specific Plan area, the following goals in the East Colorado Boulevard Specific Plan are relevant to the SR 710 North Study:

- Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing Pasadena Area Rapid Transit System (ARTS) bus system to serve East Colorado Boulevard.

The Central District Specific Plan was adopted by the City of Pasadena City Council in 2004 to include a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of Pasadena within its urban core. The Central District Specific Plan area is generally bound by SR 710 on the west, I-210 on the north, one to two blocks east of Lake Avenue on the east, and the southern boundary is roughly defined by California Boulevard, plus Arroyo Boulevard from SR 110 to Downtown. Since improvements contemplated under the Freeway Tunnel, LRT, and BRT Alternatives would be located within the Central District Specific Plan area, the following excerpted guiding principle and objectives in the Central District Specific Plan are relevant to the SR 710 North Study:

- **Guiding Principle 5:** Pasadena will be a city where people can circulate without cars.
  - **Objective 22:** REDUCE AUTO DEPENDENCY: Downtown will provide an integrated and balanced transportation system that accommodates access by foot, bicycle, transit, and car.
  - **Objective 25:** PROMOTE TRANSIT USE: Transit will be a viable option for movement within and through Downtown, emphasizing improved transit connections between the activity centers of Downtown. Regional transit will be supported by transit-oriented development near light rail stations.

The West Gateway Specific Plan was adopted by the City of Pasadena City Council in 1998 to encourage and strengthen the presence of the arts, culture, and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium.

The West Gateway Specific Plan area consists of three sub-areas: the Vista Del Arroyo, Orange Grove/Colorado, and South De Lacey Corridor Sub-Areas. The Orange Grove/Colorado Sub-Area is bound by SR 134 on the north, St. John Avenue on the east, Del Mar Boulevard on the south, and

Orange Grove Boulevard on the west. The South De Lacey Corridor Sub-Area is bound by Green Street on the north, Fair Oaks Avenue on the east, Del Mar Boulevard on the south, and Pasadena Avenue on the west. Since improvements contemplated under the Freeway Tunnel and BRT Alternatives would be located within, or immediately adjacent to, the Orange Grove/Colorado and South De Lacey Corridor Sub-Areas in the West Gateway Specific Plan area, the following excerpted guiding principles in the West Gateway Specific Plan are relevant to the SR 710 North Study.

### Guiding Principles

- Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.
- Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the Pasadena ARTS Circulator buses, and all other means of public transportation, including bicycles and pedestrians.

#### 5.24.2.4 Development Trends and Growth

The City of Pasadena was the second city to incorporate in Los Angeles County and currently encompasses an area of 23.1 sq mi. As of 2010<sup>1</sup>, the City of Pasadena had 137,122 residents.

The City of Pasadena is primarily a built-out community. While the City's General Plan Land Use Element (2004) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.24-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of Pasadena increased by 1.8 percent, from 131,591 to 133,936. Between 2000 and 2010, the City's population increased by 2.4 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 152,500 by 2035. Table 5.24.2 provides the growth projections (population, households, and employment) for the City of Pasadena from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.24.2, the City of Pasadena is projected to experience less population and household growth, but greater employment growth than the overall County over the next two decades.

#### 5.24.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents results of this analysis for the City of Pasadena and the 37 census tracts inside its boundaries (refer to Figure 5.24-3 for the location of these census tracts).

<sup>1</sup> United States Census Bureau, 2010 Census data, Pasadena, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments, City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

TABLE 5.24.2:  
**Pasadena Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Pasadena</b>				
Population	135,300	143,400	152,500	12.7%
Households	54,500	58,400	61,400	12.7%
Employment	117,300	124,400	131,300	11.9%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.24.3.1 Race and Ethnicity

Table 5.24.3 shows the racial and ethnic composition of the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2010 Census data). As shown in Table 5.24.3, racial minorities comprise a slightly smaller share (44.2 percent) of the City of Pasadena's population than the County overall (49.7 percent). Blacks/African Americans comprise approximately 10.7 percent of the population of the City, which is slightly higher than the County overall (8.7 percent). Asians comprise approximately 14.3 percent of the population of the City, which is slightly higher than the County overall (13.7 percent). Although the racial demographics of the 37 census tracts in the City of Pasadena vary somewhat, racial minorities account for approximately 22 to 68 percent of the population in those census tracts. In the City of Pasadena, 11 of the 37 census tracts have a higher percentage of racial minorities than the County.

Table 5.24.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2010 Census data). As shown in Table 5.24.4, Hispanics/Latinos comprise a smaller share (33.7 percent) of the City of Pasadena's population than the County overall (47.7 percent). Table 5.24.4 also shows that Hispanics/Latinos comprise between approximately 9 and 69 percent of the population in the 37 census tracts in Pasadena. Although the City's Hispanic/Latino population is lower than the County overall, 8 of the 37 census tracts in Pasadena have a higher percentage of Hispanics/Latinos than the County.

### 5.24.3.2 Housing Occupancy

Table 5.24.4, provides the percentage of owner-occupied residences in the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2010 Census data). As shown in Table 5.24.4, the percentage of owner-occupied residences in the City of Pasadena (45.0 percent) is slightly lower than the County overall (47.7 percent). Table 5.24.4 also shows that between approximately 5 and 93 percent of the residences in the 37 census tracts in Pasadena are owner-occupied, and that 19 of the 37 census tracts in the City have a higher percentage of owner-occupied residences than the County overall.



TABLE 5.24.3:  
Pasadena Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
Pasadena	<b>55.8%</b>	<b>10.7%</b>	0.6%	<b>14.3%</b>	0.1%	13.6%	44.2%
<b>Census Tracts in the City of Pasadena</b>							
4600 <sup>2</sup>	<b>73.4%</b>	5.2%	0.3%	<b>13.9%</b>	0.1%	2.8%	26.6%
4601 <sup>2</sup>	<b>72.9%</b>	<b>13.1%</b>	0.5%	6.2%	0.1%	2.3%	27.1%
4604.01	32.0%	<b>40.4%</b>	<b>1.4%</b>	10.8%	0.0%	9.8%	<b>68.0%</b>
4608	<b>78.2%</b>	2.6%	0.1%	13.2%	0.0%	1.9%	21.8%
4609	33.8%	<b>28.5%</b>	0.7%	5.2%	0.1%	<b>26.0%</b>	<b>66.2%</b>
4613 <sup>2</sup>	<b>71.7%</b>	7.2%	0.5%	8.4%	<b>0.7%</b>	6.3%	28.3%
4614	<b>65.8%</b>	<b>9.8%</b>	0.6%	9.8%	<b>0.7%</b>	8.3%	34.2%
4615.01	<b>52.7%</b>	<b>15.7%</b>	<b>0.9%</b>	6.3%	0.1%	18.5%	47.3%
4615.02	41.7%	<b>20.8%</b>	<b>0.9%</b>	4.2%	0.0%	<b>27.0%</b>	<b>58.3%</b>
4616	33.3%	<b>22.7%</b>	<b>0.8%</b>	7.9%	0.1%	<b>31.0%</b>	<b>66.7%</b>
4617	<b>66.7%</b>	<b>19.8%</b>	0.1%	6.9%	0.0%	3.0%	33.3%
4619.01	41.0%	<b>12.4%</b>	<b>0.9%</b>	6.3%	0.0%	<b>34.7%</b>	<b>59.0%</b>
4619.02	<b>53.6%</b>	<b>15.3%</b>	0.5%	<b>21.3%</b>	0.0%	4.2%	46.4%
4620.01	39.2%	<b>17.3%</b>	<b>1.0%</b>	4.1%	0.1%	<b>33.7%</b>	<b>60.8%</b>
4620.02	41.2%	<b>19.8%</b>	<b>1.3%</b>	4.2%	0.2%	<b>29.6%</b>	<b>58.8%</b>
4621	49.2%	<b>14.4%</b>	<b>1.7%</b>	4.9%	0.0%	<b>24.5%</b>	<b>50.8%</b>
4622.01	50.2%	<b>11.1%</b>	0.5%	<b>16.0%</b>	0.3%	17.2%	<b>49.8%</b>
4622.02	<b>53.4%</b>	6.4%	0.1%	<b>32.6%</b>	0.0%	3.3%	46.6%
4623.01	46.4%	<b>13.2%</b>	0.7%	10.5%	0.0%	<b>23.7%</b>	<b>53.6%</b>
4623.02	46.1%	<b>9.8%</b>	0.5%	<b>26.2%</b>	0.1%	11.4%	<b>53.9%</b>
4624	<b>67.0%</b>	6.9%	0.5%	8.0%	0.0%	11.7%	33.0%
4625 <sup>2</sup>	<b>75.1%</b>	4.0%	0.4%	10.7%	0.1%	4.2%	24.9%
4626	<b>73.1%</b>	5.2%	0.3%	11.4%	0.1%	4.3%	26.9%
4627	<b>54.4%</b>	6.9%	<b>1.0%</b>	<b>18.3%</b>	0.2%	13.8%	45.6%
4628	<b>58.4%</b>	<b>9.2%</b>	0.5%	<b>15.1%</b>	0.0%	11.3%	41.6%
4629	<b>68.1%</b>	3.5%	0.4%	<b>14.8%</b>	0.1%	7.3%	31.9%
4630	<b>64.6%</b>	5.5%	0.0%	<b>22.0%</b>	0.2%	3.5%	35.4%
4631.02 <sup>2</sup>	<b>51.3%</b>	2.8%	0.5%	<b>26.8%</b>	0.0%	14.0%	48.7%
4632	<b>57.9%</b>	5.6%	0.6%	<b>23.5%</b>	0.1%	8.0%	42.1%
4634	<b>58.1%</b>	6.6%	0.5%	<b>22.3%</b>	0.1%	7.8%	41.9%
4635	<b>56.8%</b>	3.6%	0.1%	<b>32.1%</b>	0.1%	3.1%	43.2%
4636.01	<b>58.3%</b>	5.1%	0.5%	<b>26.3%</b>	0.1%	4.8%	41.7%
4636.02	<b>57.0%</b>	7.7%	0.6%	<b>25.3%</b>	0.1%	5.0%	43.0%
4637	<b>75.4%</b>	3.9%	0.1%	13.1%	0.0%	2.9%	24.6%
4638	<b>76.8%</b>	3.4%	0.2%	12.9%	0.0%	2.7%	23.2%
4639	<b>77.5%</b>	4.8%	0.4%	10.3%	0.1%	3.4%	22.5%
4640	<b>68.4%</b>	3.1%	0.3%	<b>19.9%</b>	0.1%	3.9%	31.6%

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tracts include multiple jurisdictions.

### 5.24.3.3 Elderly Residents

Table 5.24.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2010 Census data). As shown in Table 5.24.4, elderly residents comprise a slightly larger share (13.5 percent) of the City of Pasadena's population than the County overall (10.9 percent). Table 5.24.4 also shows that elderly residents comprise between approximately 6 and 25 percent of the population in the 37 census tracts in Pasadena, and that 26 of the 37 census tracts in the City have a higher percentage of elderly residents than the County overall.

### 5.24.3.4 Household Size

Table 5.24.4 shows the average household size in the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2010 Census data). As shown in Table 5.24.4, the average household size in the City of Pasadena (2.42 persons) is smaller than the County overall (2.98 persons). Table 5.24.4 also shows that the average household size in the 37 census tracts in Pasadena ranges from 1.54 to 3.60 persons per household, and that 8 of the 37 census tracts in the City have a larger average household size than the County overall.

### 5.24.3.5 Transit Dependency

Table 5.24.4 shows the percentage of the population that is transit-dependent in the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2007–2011 ACS data). As shown in Table 5.24.4, the transit-dependent population comprises a smaller share (20.1 percent) of the City of Pasadena's population than the County overall (25.2 percent). Table 5.24.4 also shows that the transit-dependent population in the 37 census tracts in Pasadena ranges from approximately 0 to 57 percent of the population, and that 11 of the 37 census tracts in the City have a higher percentage of transit-dependent residents than the County overall.

### 5.24.3.6 Housing Tenure

Table 5.24.4 also shows the percentages of the populations in the County, the City of Pasadena, and the 37 census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.24.4, long-term residents comprise a slightly smaller share (34.8 percent) of the City of Pasadena's population than the County overall (39.6 percent). Table 5.24.4 also shows that the percentage of long-term residents in the 37 census tracts in the City of Pasadena ranges from approximately 1 to 66 percent of the population, and that 19 of the 37 census tracts in the City have a higher percentage of long-term residents than the County overall.

### 5.24.3.7 Summary

As shown in Table 5.24.4 and described above, the City of Pasadena has a higher percentage of elderly residents than the County overall. Further, Table 5.24.4 shows that all 37 of the census tracts in Pasadena exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, 24 of the 37 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of Pasadena appears to exhibit a high degree of community cohesion.

TABLE 5.24.4:  
Pasadena Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 yrs old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Pasadena	44.2%	33.7%	45.0%	<b>13.5%</b>	2.42	20.1%	34.8%
<b>Census Tracts in the City of Pasadena</b>							
4600 <sup>5</sup>	26.6%	12.3%	<b>88.5%</b>	<b>20.2%</b>	2.70	4.7%	<b>52.1%</b>
4601 <sup>5</sup>	27.1%	12.1%	<b>87.8%</b>	<b>18.7%</b>	2.46	0%	<b>59.9%</b>
4604.01	<b>68.0%</b>	28.4%	<b>77.4%</b>	<b>16.3%</b>	2.88	7.3%	<b>64.7%</b>
4608	21.8%	8.9%	<b>93.1%</b>	<b>24.6%</b>	2.44	N/A	<b>59.4%</b>
4609	<b>66.2%</b>	55.9%	<b>60.0%</b>	9.3%	<b>3.45</b>	<b>31.0%</b>	<b>43.4%</b>
4613 <sup>5</sup>	28.3%	17.5%	<b>56.0%</b>	<b>16.2%</b>	2.59	16.6%	<b>52.0%</b>
4614	34.2%	21.3%	38.2%	<b>17.4%</b>	2.33	<b>26.7%</b>	36.6%
4615.01	47.3%	<b>52.1%</b>	<b>57.8%</b>	10.4%	2.90	<b>28.0%</b>	<b>47.9%</b>
4615.02	<b>58.3%</b>	<b>57.7%</b>	37.3%	<b>15.0%</b>	<b>3.29</b>	<b>27.5%</b>	33.2%
4616	<b>66.7%</b>	<b>59.9%</b>	44.2%	8.9%	<b>3.46</b>	<b>32.2%</b>	<b>49.0%</b>
4617	33.3%	15.5%	<b>85.9%</b>	<b>22.2%</b>	2.11	N/A	<b>50.1%</b>
4619.01	<b>59.0%</b>	<b>67.9%</b>	20.6%	5.6%	<b>3.13</b>	<b>49.5%</b>	18.6%
4619.02	46.4%	16.3%	5.2%	<b>12.5%</b>	1.54	N/A	18.3%
4620.01	<b>60.8%</b>	<b>66.8%</b>	32.7%	5.6%	<b>3.47</b>	<b>35.8%</b>	25.8%
4620.02	<b>58.8%</b>	<b>69.1%</b>	18.7%	6.5%	<b>3.60</b>	<b>56.5%</b>	30.5%
4621	<b>50.8%</b>	<b>61.0%</b>	36.4%	8.3%	<b>3.06</b>	<b>32.9%</b>	36.1%
4622.01	<b>49.8%</b>	39.6%	9.8%	<b>24.3%</b>	2.08	<b>37.4%</b>	20.1%
4622.02	46.6%	11.1%	13.0%	5.8%	1.83	<b>30.1%</b>	1.1%
4623.01	<b>53.6%</b>	<b>52.0%</b>	23.6%	8.5%	2.60	18.6%	33.3%
4623.02	<b>53.9%</b>	28.5%	27.0%	9.1%	1.96	10.7%	13.6%
4624	33.0%	30.9%	<b>58.8%</b>	<b>14.0%</b>	2.65	22.8%	<b>51.7%</b>
4625 <sup>5</sup>	24.9%	17.2%	<b>67.2%</b>	<b>15.4%</b>	2.54	19.2%	<b>51.5%</b>
4626	26.9%	19.0%	<b>79.0%</b>	<b>15.3%</b>	2.60	18.5%	<b>57.1%</b>
4627	45.6%	35.7%	43.1%	10.4%	2.48	20.5%	<b>39.8%</b>
4628	41.6%	32.7%	46.5%	<b>11.1%</b>	2.59	24.6%	34.0%
4629	31.9%	28.6%	<b>80.4%</b>	<b>15.0%</b>	2.74	7.6%	<b>65.7%</b>
4630	35.4%	17.5%	<b>68.8%</b>	<b>18.2%</b>	2.37	1.2%	<b>48.2%</b>
4631.02 <sup>5</sup>	48.7%	34.9%	<b>74.0%</b>	<b>16.9%</b>	<b>3.09</b>	14.6%	<b>54.3%</b>
4632	42.1%	25.8%	<b>50.7%</b>	<b>20.0%</b>	2.36	6.0%	<b>40.6%</b>
4634	41.9%	21.7%	41.2%	<b>13.0%</b>	2.20	16.7%	29.7%
4635	43.2%	12.2%	30.1%	<b>11.3%</b>	1.81	22.5%	17.6%
4636.01	41.7%	14.6%	25.5%	<b>11.2%</b>	1.65	4.5%	12.5%
4636.02	43.0%	16.1%	18.1%	<b>12.2%</b>	1.58	15.7%	17.4%
4637	24.6%	13.6%	<b>57.0%</b>	<b>24.6%</b>	1.96	0%	31.5%
4638	23.2%	13.6%	<b>90.5%</b>	<b>21.0%</b>	2.32	0%	<b>61.4%</b>
4639	22.5%	15.3%	<b>57.6%</b>	<b>30.8%</b>	2.02	12.1%	<b>41.5%</b>
4640	31.6%	14.5%	<b>60.2%</b>	<b>15.9%</b>	2.12	5.9%	35.9%

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tracts include multiple jurisdictions.

ACS = American Community Survey

## 5.24.4 Economic Conditions

### 5.24.4.1 Business Sector

Table 5.24.5 shows employment percentages by economic sectors for the City of Pasadena and the County. As shown in Table 5.24.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of Pasadena (27.0 percent), followed by Professional and Technical Services (16.2 percent).

TABLE 5.24.5:  
**Pasadena Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Pasadena
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.3%
Construction	6.0%	5.0%
Manufacturing	11.2%	6.0%
Wholesale Trade	3.7%	2.6%
Retail Trade	10.6%	7.2%
Transportation, Warehousing, and Utilities	5.2%	3.5%
Information	4.4%	5.8%
Finance and Insurance	6.7%	8.0%
Professional and Technical Services	12.1%	16.2%
Education, Health, and Social Services	20.2%	27.0%
Public Administration	3.4%	4.7%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	8.1%
Other	6.1%	5.6%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

### 5.24.4.2 Employment and Income

Table 5.24.6 provides information regarding the civilian labor force in the City of Pasadena, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.24.6, according to preliminary data issued by the State Employment Development Department in August, there were 71,600 persons employed in the civilian labor force in the City, and 6,000 persons (approximately 7.8 percent) were unemployed. The City of Pasadena's unemployment rate is lower than those of both the County (10.2 percent) and the State (8.8 percent).

TABLE 5.24.6:  
**Pasadena Employment**

Employment Status	City of Pasadena	Los Angeles County	State of California
Civilian Labor Force	77,700	4,996,600	18,655,700
Employed	71,600	4,486,400	17,005,900
Unemployed	6,000	510,200	1,649,900
Unemployment Rate	7.8%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary. [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

Table 5.24.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Pasadena, and the 37 census tracts in Pasadena (based on 2007–2011 ACS data). As shown in Table 5.24.7, the City of Pasadena’s median household income (\$67,920) is higher than the County overall (\$56,266). Table 5.24.7 also shows that the median household income in the 37 census tracts in the City of Pasadena ranges from approximately \$31,767 to \$173,229, and that 13 of the 37 census tracts in the City have a lower median household income than the County.

TABLE 5.24.7:  
**Pasadena Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Pasadena	\$67,920	12.8%
<b>Census Tracts in the City of Pasadena</b>		
4600 <sup>3</sup>	\$112,535	3.0%
4601 <sup>3</sup>	\$103,514	5.8%
4604.01	\$89,191	11.3%
4608	\$173,229	1.6%
4609	<b>\$53,750</b>	10.5%
4613 <sup>3</sup>	\$74,489	9.6%
4614	<b>\$55,265</b>	<b>17.1%</b>
4615.01	\$75,357	11.3%
4615.02	<b>\$47,813</b>	<b>22.8%</b>
4616	<b>\$43,116</b>	<b>21.6%</b>
4617	\$127,222	6.4%
4619.01	<b>\$48,276</b>	<b>24.4%</b>
4619.02	<b>\$31,767</b>	<b>28.3%</b>
4620.01	<b>\$45,353</b>	<b>18.5%</b>
4620.02	<b>\$43,462</b>	<b>16.7%</b>
4621	<b>\$43,621</b>	13.6%
4622.01	<b>\$34,394</b>	<b>22.6%</b>
4622.02	<b>\$51,977</b>	<b>19.4%</b>
4623.01	<b>\$44,938</b>	<b>16.4%</b>
4623.02	\$64,863	12.7%
4624	\$73,432	9.7%
4625 <sup>3</sup>	\$88,976	3.6%
4626	\$122,000	4.5%
4627	<b>\$56,265</b>	8.2%
4628	\$60,724	12.6%
4629	\$72,781	8.4%
4630	\$98,125	9.3%
4631.02 <sup>3</sup>	\$77,083	10.7%
4632	\$83,936	11.0%
4634	\$75,227	11.8%
4635	\$62,055	12.1%
4636.01	\$75,086	9.5%
4636.02	\$63,438	<b>18.9%</b>
4637	\$135,347	10.2%
4638	\$130,978	3.0%
4639	\$104,671	7.0%
4640	\$104,506	8.3%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tracts include multiple jurisdictions.

Table 5.24.7 also shows that persons living below the poverty level comprise a slightly smaller share (12.8 percent) of the City of Pasadena’s population than the County overall (16.3 percent).

Table 5.24.7 also shows that the percentage of persons living below the poverty level in the 37 census tracts in the City of Pasadena ranges from approximately 2 to 28 percent of the population, and that 11 of the 37 census tracts in the City have a higher percentage of persons living below the poverty level than the County overall.

#### 5.24.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Pasadena had 93,981 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of Pasadena includes seven main business districts: (1) Downtown Pasadena (generally bound by I-710, I-210, Lake Avenue, and Cordova Street); (2) South Fair Oaks (generally bound by Pasadena Avenue, Del Mar Boulevard, Arroyo Parkway, and Glenarm Street); (3) the Colorado Boulevard Corridor (between Lake Avenue and the eastern border of the City); (4) the Walnut Street Corridor (between Lake Avenue and the eastern border of the City); (5) the Lake Avenue Corridor (between California Boulevard and Elizabeth Street); (6) the Washington Boulevard Corridor (between Hill Avenue and the eastern border of the City); and (7) the Lincoln Avenue Corridor (between I-210 and Hammond Street). Five of these business districts (Downtown Pasadena, South Fair Oaks, the Colorado Boulevard Corridor, the Walnut Street Corridor, and the Lake Avenue Corridor) are within 0.5 mi of the project’s Build Alternatives.

#### 5.24.4.4 Property Tax

The base property tax rate in the City of Pasadena is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Pasadena, the average additional debt service is 0.14 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of Pasadena totaled approximately \$39.1 million,<sup>2</sup> with a total assessed value of \$23.1 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 16.9 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of Pasadena General Fund.

#### 5.24.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Pasadena is 9.0 percent, 0.75 percent of which is allocated to the City of Pasadena for public services.<sup>5</sup> The City of Pasadena’s 6,046 permitted sales tax-producing businesses<sup>6</sup> generated approximately \$2.7 billion in taxable sales in 2011.<sup>7</sup> The City of Pasadena’s average total taxable sales revenue per permit in 2011 was \$450,575, approximately \$3,379 of which would be distributed to the General Fund (0.75 percent). Table 5.24.8 provides the

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

TABLE 5.24.8:  
**Taxable Sales in the City of Pasadena by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	137	\$330,681	\$2,413,731
Home Furnishings and Appliances	316	\$191,128	\$604,834
Building Material and Garden Equipment	83	\$73,615	\$886,922
Food and Beverage Stores	122	\$142,513	\$1,168,136
Gasoline Stations	28	\$172,412	\$6,157,566
Clothing and Accessories Stores	498	\$206,176	\$414,007
General Merchandise Stores	122	\$218,148	\$1,788,098
Food Services and Drinking Places	550	\$402,405	\$731,646
Other Retail Group	2,672	\$503,891	\$188,582
<b>Total Retail and Food Services</b>	<b>4,528</b>	<b>\$2,240,968</b>	<b>-</b>
<b>Average Taxable Sales/Permit for Retail and Food Services</b>	<b>-</b>	<b>-</b>	<b>\$494,913</b>
All Other Outlets	1,518	\$483,210	\$318,320
<b>Total All Outlets</b>	<b>6,046</b>	<b>\$2,724,178</b>	<b>-</b>
<b>Average Taxable Sales/Permit for All Outlets</b>	<b>-</b>	<b>-</b>	<b>\$450,575</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

number of permits, taxable sales, and average taxable sales per permit for various types of sales tax-generating businesses in the City of Pasadena in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

#### 5.24.4.6 Existing Access

The major east-west arterials in the City of Pasadena include: Washington Boulevard, Orange Grove Boulevard, Colorado Boulevard, Del Mar Boulevard, and California Boulevard. The major north-south arterials in the City of Pasadena include: Linda Vista Avenue, Lincoln Avenue, Fair Oaks Avenue, Los Robles Avenue, Lake Avenue, Hill Avenue, Allen Avenue, Altadena Drive, Arroyo Parkway, Michillinda Avenue, and Sierra Madre Boulevard. Residents of Pasadena have access to I-210 in the central and eastern portion of the City via the Fair Oaks Avenue, Lake Avenue, Hill Avenue, Allen Avenue, Altadena Drive, Michillinda Avenue, and Sierra Madre Boulevard interchanges. Residents of Pasadena also have access to I-210 in the western portion of the City via Mountain Street, Lincoln Avenue, Arroyo Boulevard, and Windsor Avenue/Arroyo Boulevard interchanges. In addition, residents of Pasadena also have access to SR 134 in the western portion of the City via the Colorado Boulevard and San Rafael Avenue interchanges. Residents of the City also have access to SR 110 in the central portion of the City via Arroyo Parkway.

### 5.24.5 Community Services, Facilities, and Utilities

#### 5.24.5.1 Police, Fire, and Library Facilities

##### Police Protection

The City of Pasadena is served by its own police department, the Pasadena Police Department (PPD), which is made up of three divisions: Criminal Investigations, Strategic Services, and Field Operations. The PPD operates out of the Pasadena Police Station at 207 North Garfield Avenue. Figure 5.24-4 shows the location of the Pasadena Police Station in the City. The Pasadena Police Station is within 0.5 mi of one or more of the project's Build Alternatives.

## Fire Protection

The Pasadena Fire Department (PFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, urban search and rescue, and hazardous material regulatory enforcement services within the City of Pasadena. Figure 5.24-4 shows the locations of eight fire stations staffed by the PFD as well as one Los Angeles County Fire station in the City of Pasadena. Table 5.24.9 provides a list of the station numbers, addresses, and operators of the fire stations in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.24.9:  
**Fire Stations in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator
Fire Station No. 31	135 South Fair Oaks Avenue	PFD
Fire Station No. 33	515 North Lake Avenue	PFD
Fire Station No. 34	1360 East Del Mar Boulevard	PFD
Fire Station No. 39	50 Avenue 64	PFD

Source 1: Los Angeles County Geographic Information System, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Pasadena, Fire Station Directory, available at [www.ci.pasadena.ca.us/Fire/station\\_Directory/](http://www.ci.pasadena.ca.us/Fire/station_Directory/), accessed July 11, 2013.

PFD = Pasadena Fire Department

## Libraries

The City of Pasadena is served by the Pasadena Central Library and nine neighborhood branches. Figure 5.24-4 shows the location of the library facilities in the City. Table 5.24.10 provides a list of the names, addresses, and operators of the libraries in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.24.10:  
**Libraries in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator
Pasadena Public Library – Allendale Branch	1130 South Marengo Avenue	City of Pasadena
Pasadena Public Library – Central Library	285 East Walnut Street	City of Pasadena
Pasadena Public Library – Hill Avenue Branch	55 South Hill Avenue	City of Pasadena
Pasadena Public Library – Villa Parke Branch	363 East Villa Street	City of Pasadena

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Pasadena, Pasadena Public Library, available at [http://www.ci.pasadena.ca.us/library/about\\_the\\_library/](http://www.ci.pasadena.ca.us/library/about_the_library/), accessed July 11, 2013.

## Other Government Facilities

The City of Pasadena also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. Figure 5.24-4 shows the location of these facilities in the City.<sup>1</sup> Table 5.24.11 provides a list of the names, addresses, and operators of the key government facilities in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives.

<sup>1</sup> Additional government facilities are located throughout the City of Pasadena; however, only major facilities such as courthouses and key government office buildings are shown.



TABLE 5.24.11:

**Other Government Facilities in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address
Los Angeles County Superior Court – Northeast District	300 East Walnut Street
Pasadena City Hall	100 North Garfield Avenue
United States Government Ninth Circuit Court of Appeals	125 South Grand Avenue

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

### 5.24.5.2 Other Community Facilities

#### Hospitals

Huntington Memorial Hospital, which is located at 100 West California Boulevard in the City of Pasadena, is a 625-bed not-for-profit hospital. The hospital is a certified primary stroke center as well as an ST Elevation Myocardial Infarction (STEMI) Receiving Center; has a regional neonatal intensive care unit; and is the only Level II trauma center in the San Gabriel Valley. Figure 5.24-4 shows the location of the hospital in the City.<sup>1</sup> Huntington Memorial Hospital is within 0.5 mi of one or more of the project’s Build Alternatives.

#### Places of Worship

Places of worship offer additional community gathering areas in Pasadena. Figure 5.24-5 shows the locations of known places of worship in the City.<sup>2</sup> Table 5.24.12 provides a list of the names and addresses of the known places of worship in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.24.12:

**Places of Worship in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address
All Saints Episcopal Church	132 North Euclid Avenue
Calvary Baptist Church of Pasadena	1563 Colorado Boulevard
First Church of Christ Scientist	84 South Oakland Avenue
First Congregational Church of Pasadena	466 East Walnut Street
First United Methodist Church of Pasadena	500 East Colorado Boulevard
Hill Avenue Grace Lutheran Church	41 North Hill Avenue
Holliston United Methodist Church	1305 East Colorado Boulevard
Iglesia Nueva Vida	240 Maple Street
Knox Presbyterian Church	1387 East Del Mar Boulevard
Lake Avenue Congregational Church	411 North Lake Avenue
Marengo Avenue Community Church	240 Maple Street
Saint Andrews Roman Catholic Church	52 Corson Street
Saint Philip Roman Catholic Church	147 South Hill Avenue
Trinity Lutheran Church	983 East Walnut Street

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

<sup>1</sup> Huntington Hospital, <http://www.huntingtonhospital.com/Main/AboutUs.aspx>, accessed July 18, 2013.

<sup>2</sup> Additional places of worship are believed to be located throughout Pasadena; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

## Homeless Services and Shelters

There are approximately 14 homeless service providers located in the City of Pasadena. Figure 5.24-5 shows the locations of these homeless service providers in the City. Table 5.24.13 provides a list of the names and addresses of the homeless service providers in the City that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.24.13:  
**Homeless Shelters/Services in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address
Door of Hope	669 North Los Robles Avenue
Lake Avenue Community Foundation	712 East Villa Street
Meals On Wheels – Pasadena	54 North Oakland Avenue
New Revelations Baptist Church	855 North Orange Grove Boulevard
Salvation Army Corps Community Center	1000 East Walnut Street, Suite 102
Saint Vincent De Paul/Saint Andrew’s Catholic Church	140 Chestnut Street
The Serra Project	1245 East Walnut Street
Union Station – Adult Center	412 Raymond Avenue
Union Station’s Shelter Intake – Passageways	1020 South Arroyo Parkway
Villa 500 Community Outreach	500 East Villa Street

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

### 5.24.5.3 Schools

#### Public Schools

The Pasadena Unified School District (PUSD) provides educational services to the residents who live in the City of Pasadena. Figure 5.24-6 shows the locations of the public schools in the City. Table 5.24.14 provides a list of the names, addresses, and operators of the public schools in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives, as well as the grades taught at those public schools.

TABLE 5.24.14:  
**Public Schools in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Blair High School	1201 South Marengo Avenue	PUSD	6th–12th
Madison Elementary School	515 Ashtabula Street	PUSD	K–5th
Roosevelt Elementary School	315 North Pasadena Avenue	PUSD	K–5th
Rose City High School	351 Hudson Avenue	PUSD	10th–12th
San Rafael Elementary School	1090 Nithsdale Road	PUSD	K–5th

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: Pasadena Unified School District, available at <http://www.pusd.us/>, accessed April 10, 2013.

K = Kindergarten

PUSD = Pasadena Unified School District

#### Private Schools

The City of Pasadena has several private elementary and high schools. Figure 5.24-6 shows the locations of these private schools in the City. Table 5.24.15 provides a list of the names, addresses, and operators of the private schools in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives, as well as the grades taught at those private schools.

TABLE 5.24.15:  
**Private Schools in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Friends Western	524 East Orange Grove Boulevard	Private	2nd–7th
Grace Christian Academy	73 North Hill Avenue	Private	K–9th
Lake Avenue Church	393 North Lake Avenue	Private	K
Maranatha High School	169 South St. John Avenue	Private	9th–12th
Mayfield Junior School	405 South Euclid Avenue	Private	K–9th
Mayfield Senior School	500 Bellefontaine Street	Private	9th–12th
New Horizon	651 North Orange Grove Boulevard	Private	K–9th
Oak Knoll Kinderhaus	301 North Orange Grove Boulevard	Private	K–7th
Pasadena Montessori	280 South Los Robles Avenue	Private	Pre-K – K
Polytechnic	1030 East California Boulevard	Private	K–12th
Sequoyah School	535 South Pasadena Avenue	Private	K–8th
Saint Andrew Elementary	42 Chestnut Street	Private	Pre-K – 8th
Saint Monica Academy	301 North Orange Grove Boulevard	Private	1st–12th
Saint Philip The Apostle	161 South Hill Avenue	Private	K–9th
The Chandler	1005 Armada Drive	Private	K–8th
The Waverly School	67 West Bellevue Drive	Private	Pre-K – 12th
Westridge School for Girls	324 Madeline Drive	Private	4th–12th

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: California Department of Education, Private Schools, available at <http://www.cde.ca.gov/ds/si/ps/>, accessed September 3, 2013.

K = Kindergarten

## Colleges and Universities

Pasadena is the home of several colleges and universities. Figure 5.24-6 shows the locations of these colleges and universities in the City. Table 5.24.16 provides a list of the names, addresses, and operators of the colleges and universities in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.24.16:  
**Colleges and Universities in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator
California Institute of Technology	1200 East California Boulevard	Private
Fuller Theological Seminary	135 North Oakland Avenue	Private
Pasadena City College	1570 East Colorado Boulevard	Pasadena Area Community College District

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

### 5.24.5.4 Parks, Community Centers, and Recreation Facilities

The City of Pasadena operates and maintains 30 parks, 2 community centers, and 2 recreation centers. In addition, various private entities and other government agencies operate and maintain community centers and recreation facilities in the City that are used by Pasadena residents. Figure 5.24-7 shows the locations of the parks, community centers, and recreational facilities in the City. Table 5.24.17 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of Pasadena that are within 0.5 mi of the project’s Build Alternatives. Table 5.24.17 also provides information about the size and amenities of each park, community center, or recreational facility listed in the table.

TABLE 5.24.17:

**Parks, Community Centers, and Recreation Facilities in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Allendale Park	1130 South Marengo Avenue	City of Pasadena	2.9	The park provides a lighted tennis court, a little league baseball field (with a soccer field overlay), athletic field lighting, playground equipment, bleachers, and restroom facilities.
Annandale Golf Club	1 North San Rafael Avenue	Privately operated	–	This is a private 18-hole golf course with a clubhouse.
Armory Center For The Arts	145 North Raymond Avenue	Privately operated	–	The center provides art classes for all ages and art exhibitions.
Brenner Park	235 Barthe Drive	City of Pasadena	1.75	The park provides a basketball court, picnic shelter, ball field with lights, playground equipment, restroom facilities, tennis court with lights, and an open area.
Brookside Park	360 North Arroyo Avenue, Lower Arroyo	City of Pasadena	62	The park provides a fitness trail, 5 tennis courts, 3 baseball fields, 2 soccer overlays, football overlay, open area, playground equipment, athletic field and court lighting, bleacher seating, and restroom facilities.
Central Park	275 South Raymond Avenue	City of Pasadena	9.2	The park provides 6 horseshoe pits, 2 lawn bowling courts, an open area, playground equipment, walkway lighting, and restroom facilities.
Defenders Park	Orange Grove Boulevard/ Colorado Boulevard	City of Pasadena	1.8	The park provides a walkway, multiple monuments, and a limestone bench and wall recognizing the founders of Pasadena.
El Centro De Accion Social	37 East Del Mar Boulevard	Privately operated	–	The center building is located in Pasadena's Central Park. The center provides programs for low-income individuals and families to become self-sufficient and provide culturally sensitive programs for those in need of services.
Grant Park	232 South Michigan Avenue	City of Pasadena	2.7	The park provides 2 volleyball courts, 2 tennis courts with lights, 2 basketball courts, 2 horseshoe pits, a baseball diamond, a picnic shelter, an open area, park play equipment, and restroom facilities.
Lower Arroyo Seco Park	Arroyo Boulevard/ Norwood Drive	City of Pasadena	150	The park contains a natural park area, fly casting pond and clubhouse, archery range and clubhouse, a system of rubble walls that retain the slopes and help define paths, multi-use trails, the La Casita del Arroyo community center, the Aids Memorial Grove, and several promontory outlook points such as the Bird Sanctuary. Visitors enjoy various types of native and naturalized plant life that serve as a habitat for a variety of bird, insect, and small mammal species. Visitors traveling to the park by automotive means can access the parking lot from Arroyo Boulevard (just south of Norwood Drive).
Memorial Park	85 East Holly Street	City of Pasadena	5.25	The park provides various memorials, has an amphitheater, park play equipment, an open area, and restroom facilities.
Pasadena Senior Center	85 East Holly Street	Privately operated	–	The center provides classes and lectures, events, and activities for seniors, meals, programs, and social services, and has a fitness center on site.

TABLE 5.24.17:  
**Parks, Community Centers, and Recreation Facilities in Pasadena Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Rose Bowl Aquatic Center	360 North Arroyo Boulevard	Privately operated	–	The center has two Olympic-size pools, one warm water pool, two hydrotherapy spas, diving platforms, six spring boards, an exercise and weight room, a clubhouse building that includes: men’s and women’s locker rooms, pro shop, a food and beverage center, and two conference rooms.
Salvation Army Corps Community Center - Pasadena	1000 East Walnut Street, Suite 102	Privately operated	–	The center provides emergency food, holiday assistance, personal goods, and recreational programs for people in the local communities.
San Rafael Park	Colorado Boulevard/ Melrose Boulevard	City of Pasadena	1.0	The park provides play equipment and has an open area.
Singer Park	California Boulevard/ St. John Avenue	City of Pasadena	2.9	The park provides play equipment and has an open area and restroom facilities.
Tournament Park	East California Boulevard and South Wilson Avenue	California Institute of Technology	1.2	The park provides a barbecue facility and picnic and playground areas.
Villa Parke Community Center	363 East Villa Street	City of Pasadena	8.1	The center is located in a 41,475-square-foot building that includes a large auditorium with a stage and storage area, a social/recreation room, weight and boxing rooms, and a gymnasium with showers and dressing rooms. Activities offered at the Community Center include recreation activities for children, adults, and families; a Farmers’ Market; and support for a wide range of social services and needs. There is also a public library on this site.
Villa Park	363 East Villa Street	City of Pasadena	11.9	The park provides a basketball court, a baseball diamond, sport court lighting, bleacher seating, soccer and football overlays, park play equipment, an open area, and bathroom facilities.

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Pasadena, Parks, [http://www.ci.pasadena.ca.us/PublicWorks/Pasadena\\_City\\_Parks/](http://www.ci.pasadena.ca.us/PublicWorks/Pasadena_City_Parks/), accessed November 13, 2013.

### 5.24.5.5 Bikeways and Recreational Trails

The City of Pasadena has several Class II (striped, on-street) and Class III (unstriped, on-street) bikeways. The locations of these bikeways are shown on Figure 5.24-7. The following bikeways are within 0.5 mi of the Build Alternatives:

- Class II Bikeways:
  - Arroyo Boulevard (between I-210 and Wotkyns Drive)
  - Arroyo Boulevard (between Seco Street and Holly Street)
  - Corson Street (between Pasadena Avenue and Altadena Drive)
  - Glenarm Street (between Marengo Avenue and Madison Avenue)
  - Maple Street (between Fair Oaks Avenue and Altadena Drive)
  - Marengo Avenue (between Glenarm Street and Del Mar Boulevard)
  - Raymond Avenue (between Orange Grove Boulevard and Montana Street)

- St. John Avenue (between Walnut Street and Del Mar Boulevard)
- Wilson Avenue (between California Boulevard and Cordova Street)
- Class III Bikeways:
  - Allen Avenue (between California Boulevard Washington Boulevard)
  - Arroyo Boulevard (between Grand Avenue and San Pasqual Avenue)
  - Arroyo Boulevard (between Holly Street and California Boulevard)
  - Bonnie Avenue (between Colorado Boulevard and Del Mar Boulevard)
  - California Boulevard (between Arroyo Boulevard and Grand Avenue)
  - California Boulevard (between Marengo Avenue and Allen Avenue)
  - Casitas Avenue (between Howard Street and Montana Street)
  - Cordova Street (between Arroyo Parkway and Hill Avenue)
  - Del Mar Boulevard (between Pasadena Avenue and Madre Street)
  - Glenarm Street (between Pasadena Avenue and Marengo Avenue)
  - Grand Avenue (between California Boulevard and Arroyo Boulevard)
  - Hill Avenue (Colorado Boulevard and Atchison Street)
  - Howard Street (between Arroyo Boulevard and Los Robles Avenue)
  - Lincoln Avenue (between Forest Avenue and Maple Street)
  - Linda Vista Avenue (between San Rafael Avenue and Highland Drive)
  - Los Robles Avenue (between Marengo Avenue and Woodbury Road)
  - Mountain Street (between Forest Avenue and Raymond Avenue)
  - Orange Grove Boulevard (between Raymond Avenue and Sierra Madre Villa Avenue)
  - Orange Grove Boulevard (between Walnut Street and Fair Oaks Avenue)
  - Raymond Avenue (between Orange Grove Boulevard and Maple Street)
  - Rosemont Drive (between Washington Boulevard and Seco Street)
  - San Pasqual Street (between Hill Avenue and Greenwood Avenue)
  - Seco Street (between West Drive and Forest Avenue)
  - Sierra Bonita Avenue (between Colorado Boulevard and Villa Street)
  - Sierra Bonita Avenue (between Orlando Road and Del Mar Boulevard)
  - Villa Street (between Los Robles Avenue and Hill Avenue)
  - Washington Boulevard (between Arroyo Boulevard and Allen Avenue)
  - West Drive (between Seco Street and Washington Boulevard)
  - Wilson Avenue (between Cordova Street and Orange Grove Boulevard)

#### 5.24.5.6 Transportation and Transit Services

Within the City of Pasadena, public transportation services are provided by Metro, Foothill Transit, and the Pasadena ARTS. Table 5.24.18 provides a list of the existing bus routes within the City of Pasadena, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

In addition to the bus service described in Table 5.24.18, Metro operates the Gold Line, a 19.7 mi light rail line that provides service from the Sierra Madre Villa Station in Pasadena to Union Station in Los Angeles and eastward to the Atlantic Station in East Los Angeles. The Gold Line has six stations within Pasadena: Sierra Madre Villa Station, Allen Station, Lake Station, Memorial Park Station, Del Mar Station, and Fillmore Station.

#### 5.24.5.7 Utilities

Table 5.24.19 provides a list of the utility service providers in the City of Pasadena.

TABLE 5.24.18:  
**Existing Bus Service in Pasadena**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
79	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Huntington Drive	<ul style="list-style-type: none"> <li>• Downtown Los Angeles</li> <li>• Westfield Santa Anita</li> <li>• Arcadia</li> </ul>	20-30	40-45
176	Metro	Local	E-W	Mon.–Fri. <sup>2</sup>	Pasadena Avenue, Mission Street, Garfield Avenue, Main Street, Mission Drive, Garvey Avenue, Rosemead Boulevard, Valley Boulevard	<ul style="list-style-type: none"> <li>• Highland Park</li> <li>• LA County Social Services</li> <li>• San Gabriel Mission</li> <li>• El Monte Station</li> <li>• The Shops at Montebello</li> </ul>	30	45
177	Metro	Local	E-W	Mon.–Fri. <sup>1</sup>	I-210, California Boulevard	<ul style="list-style-type: none"> <li>• Pasadena City College</li> <li>• Caltech</li> <li>• Del Mar Gold Line Station</li> <li>• Memorial Park Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• Park Gold Line Station</li> </ul>	30	30
180	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Colorado Boulevard, Lake Avenue	<ul style="list-style-type: none"> <li>• Sierra Madre Villa Transportation Center</li> <li>• Pasadena City College</li> <li>• Eagle Rock Plaza</li> <li>• Hollywood/Vine Red Line Station</li> <li>• Glendale Galleria</li> <li>• Glendale Transportation Center</li> </ul>	30	30-32
181	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Colorado Boulevard	<ul style="list-style-type: none"> <li>• Sierra Madre Villa Transportation Center</li> <li>• Pasadena City College</li> <li>• Eagle Rock Plaza</li> <li>• Hollywood/Vine Red Line Station</li> <li>• Glendale Galleria</li> <li>• Glendale Transportation Center</li> </ul>	30	30-32
256	Metro	Local	N-S	Mon.–Sun. <sup>2</sup>	Lake Avenue, Eastern Avenue, Colorado Boulevard, Avenue 64	<ul style="list-style-type: none"> <li>• Pasadena City College</li> <li>• Huntington Memorial Hospital</li> <li>• Cal State LA</li> <li>• Del Mar Gold Line Station</li> <li>• Allen Gold Line Station</li> <li>• Memorial Park Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• Maravilla Gold Line Station</li> </ul>	45	45
260	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station</li> </ul>	16-20	24-60



**TABLE 5.24.18:  
 Existing Bus Service in Pasadena**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
264	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Duarte Road, Michillinda Avenue, Foothill Boulevard, Altadena Drive	<ul style="list-style-type: none"> <li>Sierra Madre Villa Gold Line Station</li> <li>Hastings Ranch Shopping Center</li> <li>City of Hope National Medical Center</li> </ul>	30-60	30-60
266	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Rosemead Boulevard, Lakewood Boulevard, Foothill Boulevard	<ul style="list-style-type: none"> <li>Sierra Madre Villa Gold Line Station</li> <li>Lakewood Green Line Station</li> <li>Lakewood Center Mall</li> </ul>	30-40	30-40
267	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Rosemead Boulevard, Del Mar Boulevard, Lincoln Avenue	<ul style="list-style-type: none"> <li>Sierra Madre Villa Gold Line Station</li> <li>El Monte Gold Line Station</li> </ul>	30	30
268	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Baldwin Avenue, Washington Boulevard, Orange Grove Boulevard	<ul style="list-style-type: none"> <li>Saint Luke’s Hospital</li> <li>Sierra Madre Villa Transportation Center</li> <li>Santa Anita Park Racetrack</li> <li>El Monte Metrolink Station</li> <li>El Monte Silver Line Station</li> </ul>	5-10	60
485	Metro	Express	N-S	Mon.–Fri. <sup>1</sup>	Lake Avenue, Huntington Drive, Fremont Avenue, Valley Boulevard	<ul style="list-style-type: none"> <li>Altadena</li> <li>Cal State LA</li> <li>LA County/USC Medical Center Station</li> <li>Union Station</li> </ul>	40	60
487	Metro	Express	E-W	Mon.–Sun. <sup>1</sup>	Santa Anita Avenue, Sierra Madre Boulevard, San Gabriel Boulevard, Wilshire Boulevard, New Avenue/South Ramona Street	<ul style="list-style-type: none"> <li>Del Mar Park &amp; Ride Lot</li> <li>Cal State LA</li> <li>LA County/USC Medical Center</li> <li>El Monte Busway and Alameda-Union Station</li> <li>El Monte Station</li> <li>Sierra Madre Villa Gold Line Station</li> <li>Mission and Broadway Park &amp; Ride Lot</li> </ul>	18-30	45
489	Metro	Express	E-W	Mon.–Fri. <sup>1</sup>	Valley Boulevard, Rosemead Boulevard, Wilshire Boulevard	<ul style="list-style-type: none"> <li>Del Mar Park &amp; Ride Lot</li> <li>Cal State LA</li> <li>LA County/USC Medical Center</li> <li>El Monte Busway and Alameda-Union Station</li> </ul>	18-20	-
685	Metro	Shuttle/Circulator	N-S	Mon.–Fri. <sup>3</sup>	Eagle Rock Boulevard, Verdugo Road	<ul style="list-style-type: none"> <li>Glendale College</li> <li>Eagle Rock Plaza</li> <li>Occidental College</li> <li>Glassell Park Recreation Area</li> </ul>	30	30
686	Metro	Shuttle/Circulator	N-S	Mon.–Sun. <sup>4</sup>	Fair Oaks Avenue, Raymond Avenue, Colorado Boulevard, Allen Avenue	<ul style="list-style-type: none"> <li>Pasadena City College</li> <li>Caltech</li> <li>Allen Gold Line Station</li> <li>Del Mar Gold Line Station</li> <li>Fillmore Gold Line Station</li> </ul>	40	40
687	Metro	Shuttle/Circulator	N-S	Mon.–Sun. <sup>4</sup>	Los Robles Avenue, Colorado Boulevard, Fair Oaks Avenue, Raymond Avenue	<ul style="list-style-type: none"> <li>Del Mar Gold Line Station</li> <li>Fillmore Gold Line Station</li> </ul>	40	40

**TABLE 5.24.18:  
 Existing Bus Service in Pasadena**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
762	Metro	Rapid	N-S	Mon.–Fri. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station in Compton</li> </ul>	25	30-60
10	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	North Allen Avenue, East Del Mar Boulevard, East Colorado Boulevard, East Green Street	<ul style="list-style-type: none"> <li>• Old Pasadena</li> <li>• Caltech</li> <li>• Pasadena City College</li> <li>• Huntington Memorial Hospital</li> <li>• Allen Gold Line Station</li> </ul>	25	25
20	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	Lake Avenue, California Boulevard, Woodbury Road, Fair Oaks Avenue	<ul style="list-style-type: none"> <li>• Old Pasadena</li> <li>• Caltech</li> <li>• Huntington Memorial Hospital</li> <li>• Art Center College of Design South Campus</li> <li>• Fillmore Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Memorial Park Gold Line Station</li> <li>• Lake Gold Line Station</li> </ul>	30	30
31	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	Washington Boulevard, Altadena Drive, Foothill Boulevard	<ul style="list-style-type: none"> <li>• Schools, Parks, Shopping Centers</li> <li>• Sierra Madre Villa Gold Line Station</li> </ul>	35	35
32	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	Washington Boulevard, Altadena Drive, New York Drive, Sierra Madre Villa Avenue	<ul style="list-style-type: none"> <li>• Schools, Parks, Shopping Centers</li> <li>• Sierra Madre Villa Gold Line Station</li> </ul>	35	35
40	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	North Los Robles Avenue, East Orange Grove Boulevard, North Rosemead Boulevard, Foothill Boulevard, East Walnut Street	<ul style="list-style-type: none"> <li>• Old Pasadena</li> <li>• Caltech</li> <li>• Pasadena City College</li> <li>• Memorial Park Gold Line Station</li> <li>• Allen Gold Line Station</li> <li>• Sierra Madre Villa Gold Line Station</li> </ul>	25	25
51	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	Linda Vista Avenue, Fair Oaks Avenue, Seco Street	<ul style="list-style-type: none"> <li>• Art Center College of Design</li> <li>• Rose Bowl</li> <li>• Old Pasadena</li> <li>• Huntington Memorial Hospital</li> <li>• Art Center College of Design South Campus</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> </ul>	50	50

**TABLE 5.24.18:  
 Existing Bus Service in Pasadena**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
52	ARTS	Local	Circular Route	Mon.–Sat. <sup>5</sup>	Fair Oaks Avenue, North Raymond Avenue, Linda Vista Avenue, Seco Street	<ul style="list-style-type: none"> <li>• Art Center College of Design</li> <li>• Rose Bowl</li> <li>• Old Pasadena</li> <li>• Huntington Memorial Hospital</li> <li>• Art Center College of Design South Campus</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> </ul>	50	50
60	ARTS	Local	Circular Route	Mon.–Fri. <sup>5</sup>	Del Mar Boulevard, East Foothill Boulevard, Hastings Ranch Drive	<ul style="list-style-type: none"> <li>• Pasadena City College</li> <li>• Pasadena Community Urgent Care</li> <li>• Hastings Ranch Shopping Center</li> <li>• Sierra Madre Villa Gold Line Station</li> </ul>	45	-
187	FT	Local	E-W	Mon.–Sun. <sup>6</sup>	West Huntington Drive, Colorado Place, East Colorado Boulevard	<ul style="list-style-type: none"> <li>• Claremont Colleges</li> <li>• Citrus College</li> <li>• Pasadena City College</li> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Montclair TransCenter</li> </ul>	20	20
549	LACE	Express	E-W	Mon.–Fri. <sup>7</sup>	SR 134, Goode Avenue, Sanchez Drive	<ul style="list-style-type: none"> <li>• Lake Gold Line Station</li> <li>• Laurel Canyon Orange Line Station</li> <li>• Woodman Orange Line Station</li> <li>• Van Nuys Orange Line Station</li> <li>• North Hollywood Red Line Station</li> <li>• North Hollywood Orange Line Station</li> </ul>	20-30	-
30	MBL	Local	N-S	Mon.–Sun. <sup>6</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	45

Source 1: Metro, Maps and Time Tables, site: <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Pasadena Area Rapid Transit System, Welcome to Pasadena ARTS, site: [http://cityofpasadena.net/Transportation/Arts\\_Routes\\_and\\_Schedules/](http://cityofpasadena.net/Transportation/Arts_Routes_and_Schedules/), accessed February 13, 2013.

Source 3: Foothill Transit, Maps and Schedules, site: <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

Source 4: Los Angeles Department of Transportation, Commuter Express, site: <http://www.ladottransit.com/comexp/>, accessed August 6, 2013.

Source 5: Montebello Bus Lines, Montebello Bus Lines Schedules, site: <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective December 16, 2012.

<sup>4</sup> Schedule effective December 12, 2010.

<sup>5</sup> Schedule effective July 2013.

<sup>6</sup> Schedule effective June 27, 2013.

<sup>7</sup> Schedule effective November 19, 2012.

ARTS = Pasadena Area Rapid Transit System

Cal State LA = California State University, Los Angeles

Caltech = California Institute of Technology

E = East

Fri. = Friday

FT = Foothill Transit

I-210 = Interstate 210

LA = Los Angeles

LACE = Los Angeles Department of Transportation Commuter Express

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sat. = Saturday

SR 134 = State Route 134

Sun. = Sunday

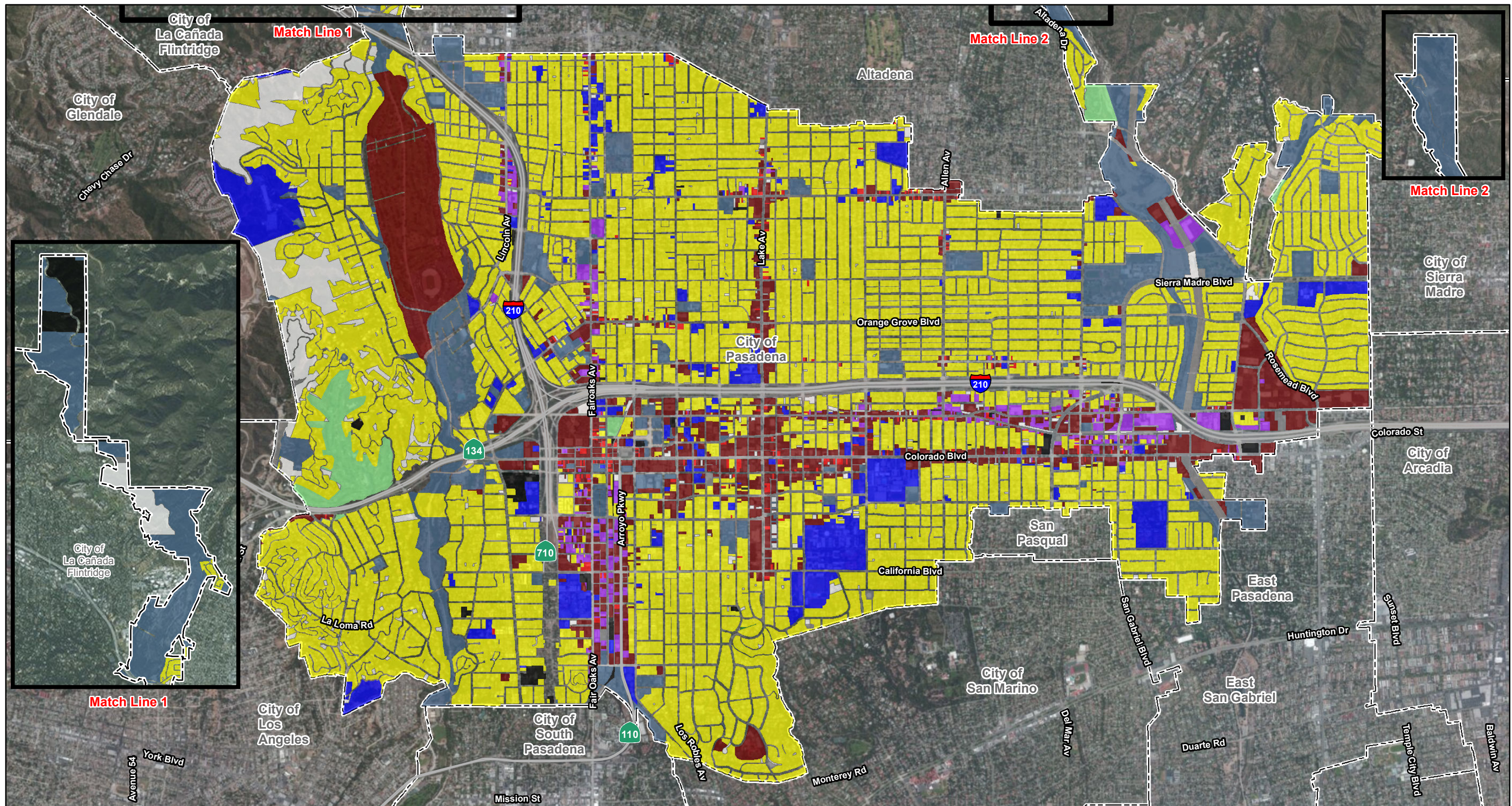
USC = University of Southern California

W = West

TABLE 5.24.19:  
**Pasadena Utility Service Providers**

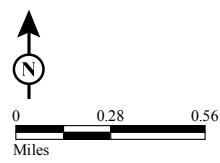
<b>Service</b>	<b>Provider</b>
Cable/TV	Multiple Providers
Electricity	City of Pasadena Department of Water and Power
Gas	Southern California Gas Company
Sewer	City of Pasadena Department of Public Works
Solid Waste	City of Pasadena Department of Public Works
Telephone	Multiple Providers
Water	City of Pasadena Department of Water and Power

Source: City of Pasadena, Residents, [http://www.cityofpasadena.net/Residents/#Utilities, Trash & Recycling](http://www.cityofpasadena.net/Residents/#Utilities,Trash%20&%20Recycling), accessed November 8, 2013.



LEGEND

- City Boundary
- Residential
- Commercial and Services
- Mixed Commercial
- Industrial
- Institutional
- Public
- Transportation and Utilities
- Agricultural
- Mining and Extraction
- Open Space and Recreation
- Other
- Vacant



SOURCE: Microsoft (5/2010); ESRI (2012); LA County (2013)  
 I:\CHM1105\GIS\MXD\CIA\Pasadena\_ExistingLandUse.mxd (10/28/2014)

FIGURE 5.24-1

SR 710 North Study  
 Pasadena  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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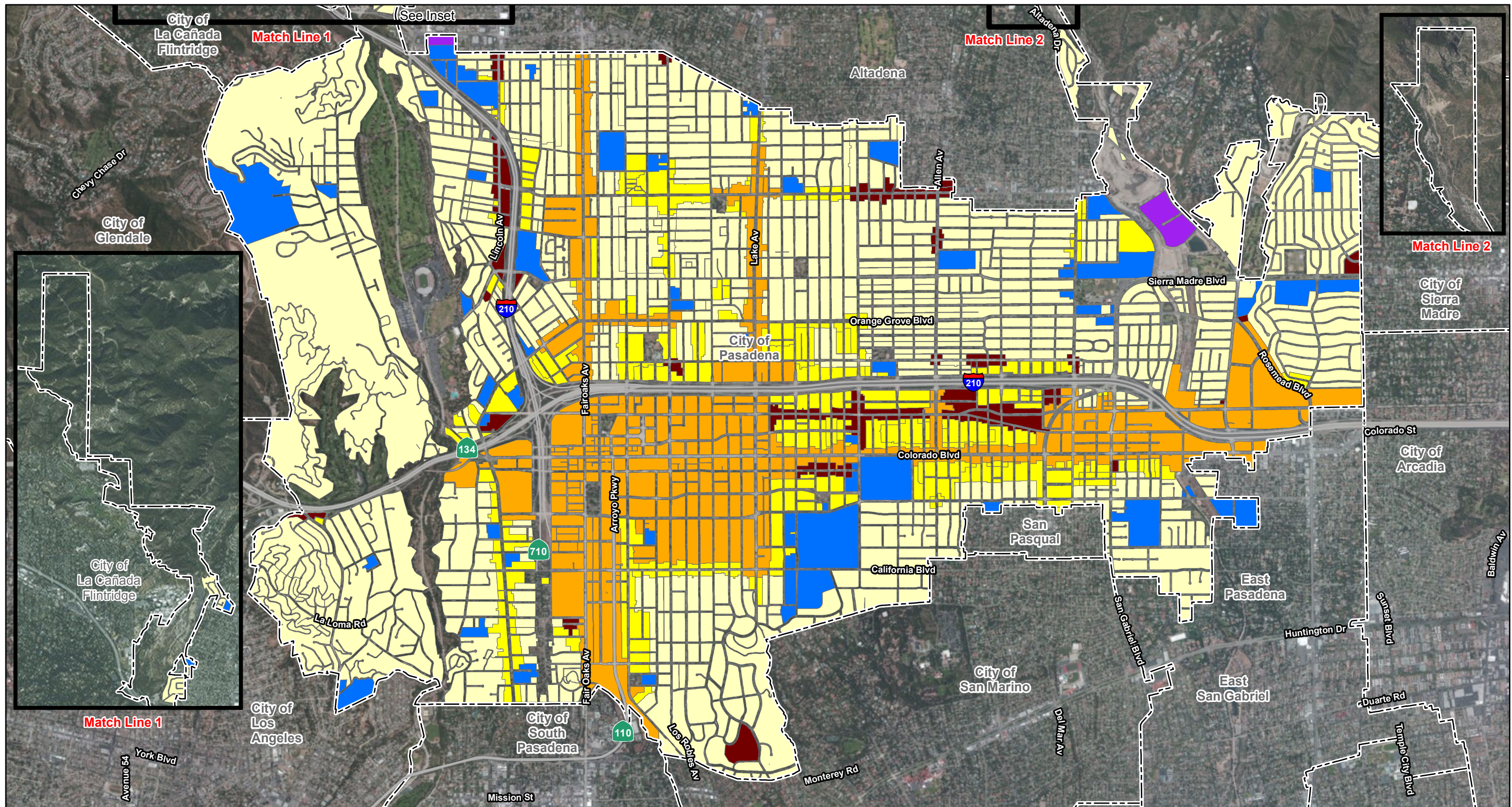
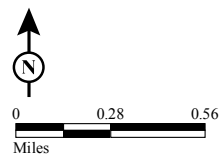


FIGURE 5.24-2

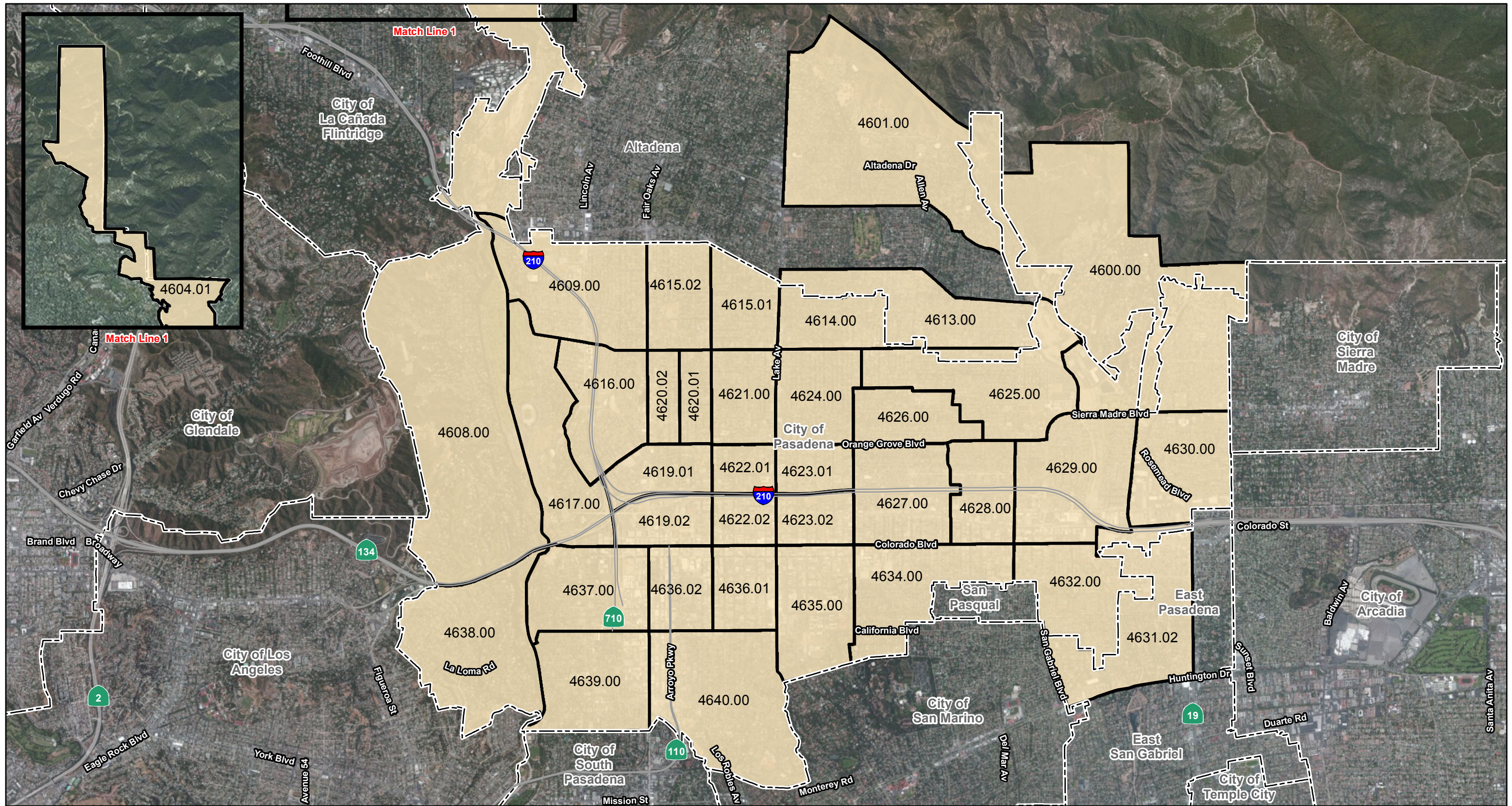
LEGEND

- |                           |                                 |   |
|---------------------------|---------------------------------|---|
| City Boundary             | Mixed Commercial and Industrial | Local Parks, Open Space, and Recreation |
| Single Family Residential | Industrial                      | Cemeteries                              |
| Multi-Family Residential  | Educational Institutions        | Transportation                          |
| Commercial/Office         | Public Facilities               |   |
|                           | Mixed Urban                     |   |



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LEGEND  
 - - - City Boundary  
 ■ 2010 Census Tract Boundary

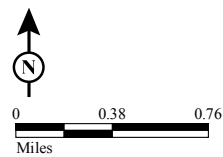
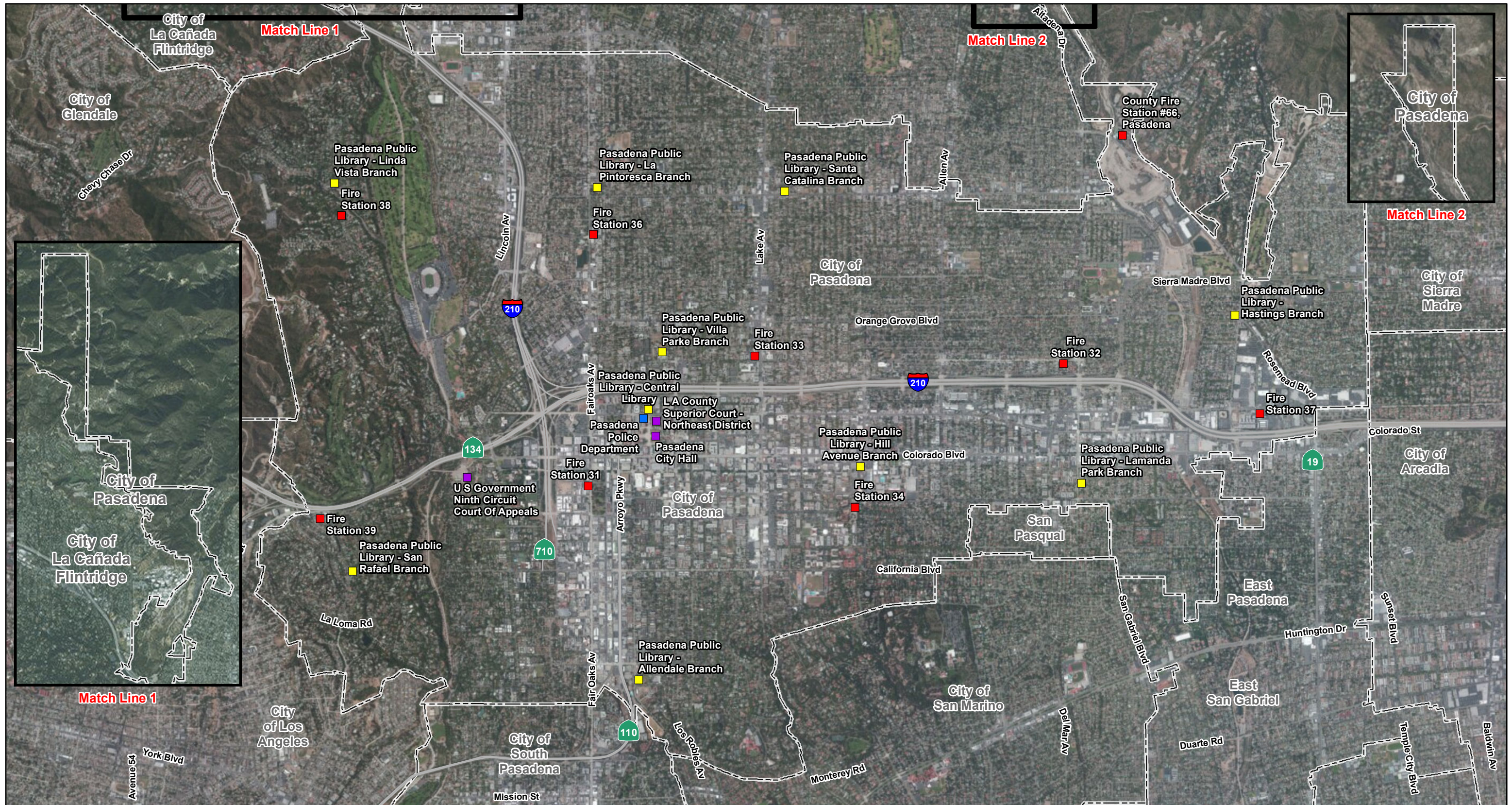


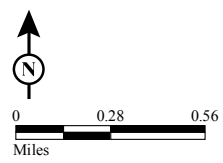
FIGURE 5.24-3

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LEGEND

- Police
- Fire Station
- Library
- Other Government Facilities
- City Boundary



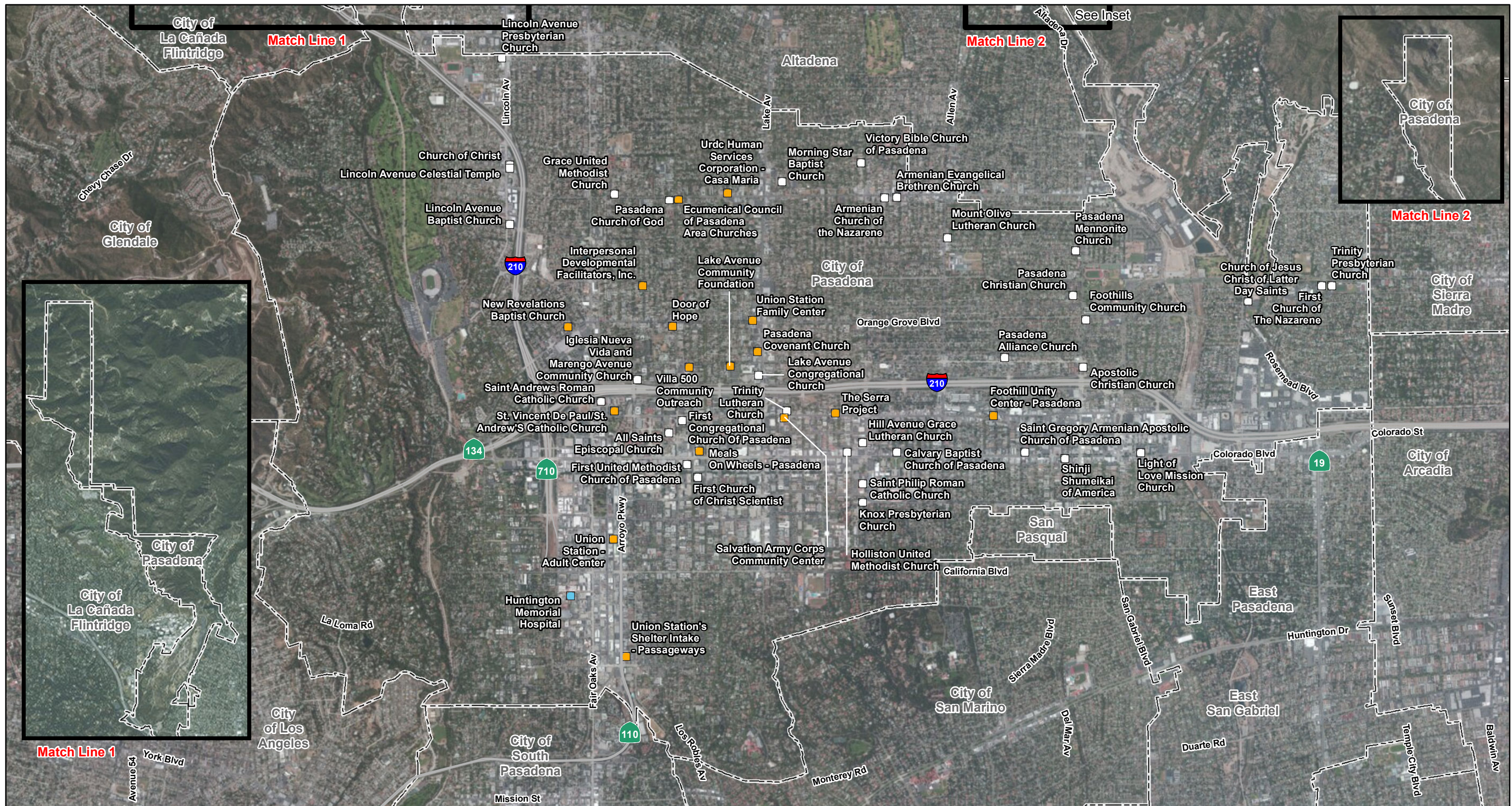
SOURCE: Microsoft (5/2010); LA County (2013)

I:\CHM1105\GIS\MXD\CIA\Pasadena\_CommServicesFacilities.mxd (10/28/2014)

FIGURE 5.24-4

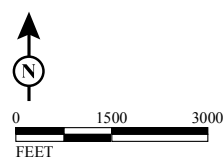
SR 710 North Study  
 Pasadena Police, Fire, Library,  
 and Other Government Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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LEGEND

- Hospital
- Place of Worship
- Homeless Service
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

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FIGURE 5.24-5

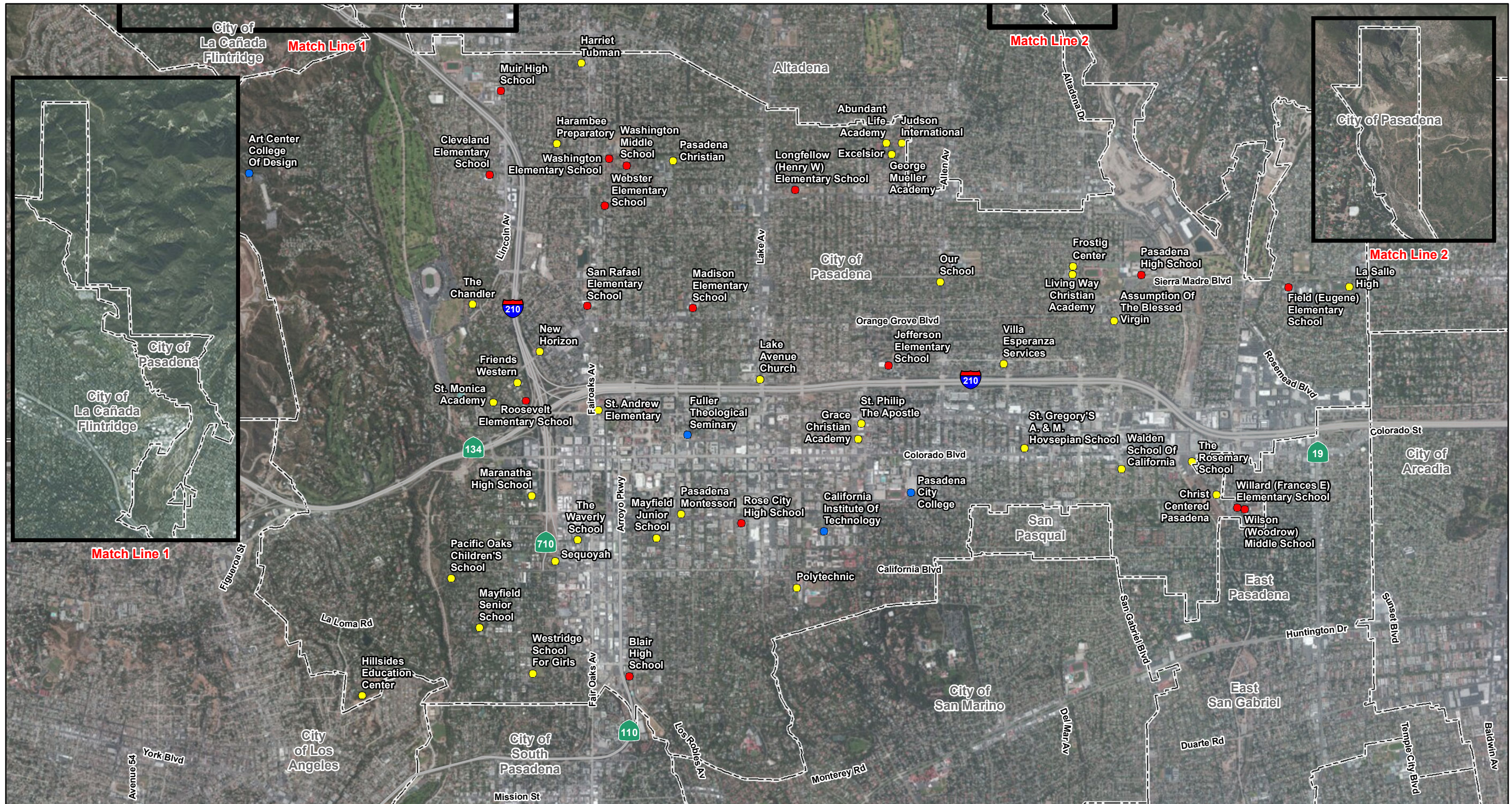
SR 710 North Study  
Pasadena Hospitals, Places of Worship,  
and Homeless Services

07-LA-710 (SR 710)

EA 187900

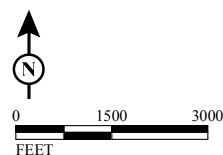
EFIS 0700000191

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LEGEND

- Public School
- Private School
- College or University
- City Boundary



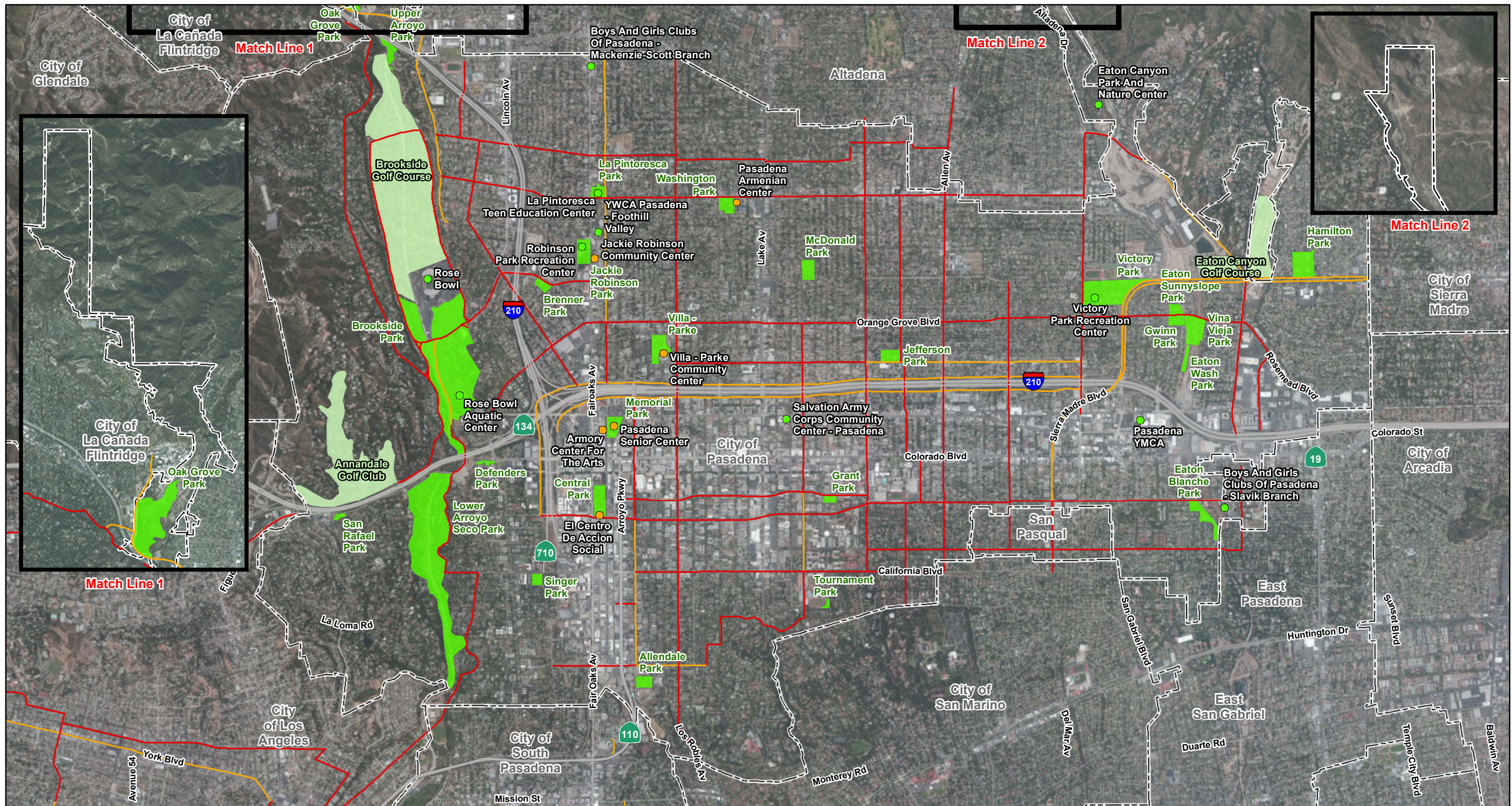
SOURCE: Microsoft (5/2010); LA County (2013)  
 I:\CHM1105\GIS\MXD\CIA\Pasadena\_Schools.mxd (10/28/2014)

FIGURE 5.24-6

SR 710 North Study  
 Pasadena Schools  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

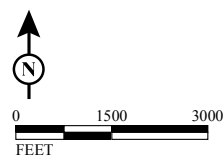
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LEGEND

- Community Center
- Recreation Facility
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

I:\CHM1105\GIS\MXD\CIA\Pasadena\_ParksRec.mxd (10/28/2014)

FIGURE 5.24-7

SR 710 North Study  
 Pasadena Parks,  
 and Recreation Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.25 Rosemead

### 5.25.1 Introduction

#### 5.25.1.1 Location

The City of Rosemead is located in the southeastern part of the study area for the SR 710 North Study, and is bordered by the City of San Gabriel to the north and west, the City of Monterey Park to the west, the Cities of South El Monte and El Monte to the east, and the City of Temple City to the north. The City of Rosemead is approximately 5.2 sq mi in size and is located approximately 2.5 mi west of I-605. Figure 5.1-1, provided earlier, illustrates the location of the City of Rosemead within the study area for the SR 710 North Study.

#### 5.25.1.2 History

In the 1850s, Leonard J. Rose and his wife Amanda, who were some of the earliest pioneers, settled in the San Gabriel Valley area and bred and trained horses for a living. Rose established a large ranch that he named “Rose’s Meadow,” which was later shortened to “Rosemeade” and finally to “Rosemead,” eventually becoming the City’s name. For decades, the community was populated with a large array of small truck farms and chicken and rabbit ranches. Early Rosemead settlers raised fruits, vegetables, grain, and feed.

By the time Rosemead was incorporated in 1959, the area had begun to transform from quiet pastoral lands to what it is today—a bustling city replete with businesses, industries, shops, and lots of people.<sup>1</sup>

### 5.25.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Rosemead. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

#### 5.25.2.1 Existing Land Uses

The existing land uses in the City of Rosemead are illustrated on Figure 5.25-1. The acreage and percentage of existing land uses in the City of Rosemead are shown in Table 5.25.1. Table 5.25.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

As indicated in Table 5.25.1, residential uses are the primary land use in the City of Rosemead, comprising approximately 63 percent of the land within the City, followed by commercial and services uses (11 percent). As shown on Figure 5.25-1 and described in Table 5.25.1, 62.7 ac (2 percent) of the land in the City are vacant.

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<sup>1</sup> City of Rosemead, Rosemead History web site, <http://www.cityofrosemead.org/index.aspx?page=196>, accessed August 5, 2013.

TABLE 5.25.1:  
**Rosemead Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.3	0
Commercial and Services	295.0	11
Industrial	97.5	4
Institutional	114.6	4
Mining and Extraction	1.4	0
Mixed Commercial	17.1	1
Open Space and Recreation	44.0	2
Other	6.9	0
Public	202.9	8
Residential	1,679.3	63
Transportation and Utilities	125.1	5
Vacant	62.7	2
<b>Total</b>	<b>2,646.8</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

### 5.25.2.2 General Plan Land Uses

General Plan land use designations for the City of Rosemead, which guide future development, are illustrated on Figure 5.25-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of Rosemead and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 62.7 ac of vacant land in Rosemead, approximately 20 ac are designated for public facility uses, 20 ac are designated for mixed urban uses, and 11 ac are designated for single-family residential uses. The remaining 12 ac are designated for multifamily residential, local parks, open space, and recreation, commercial/office, industrial, and mixed commercial and industrial uses.

### 5.25.2.3 Adopted Goals and Policies

The following excerpted goals and policies from the City of Rosemead General Plan are relevant to the SR 710 North Study.

#### Circulation Element (2010)

- **Goal 2:** Development of infrastructure and service to support alternatives modes of travel.
  - **Policy 2.3:** Formal transit improvements should be considered when bus stops are adjacent to development projects and within roadway reconstruction corridors. Amenities such as shelters, lighting, bus schedule kiosks, and similar amenities should be considered and implemented as feasible.
  - **Policy 2.7:** Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.

- **Policy 2.8:** Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways and include amenities such as secure bicycle parking.

### Resource Management Element (2010)

- **Goal 4:** Effective contributions to regional efforts to improve air quality and conserve energy.
  - **Policy 4.1:** Integrate air quality planning with City land use, economic development, and transportation planning efforts.
  - **Policy 4.2:** Support programs that reduce air quality emissions related to vehicular travel.
  - **Policy 4.3:** Support alternative transportation modes and technologies, and develop bike- and pedestrian-friendly neighborhoods and districts to reduce emissions associated with automobile use.

### Noise Element (2008)

- **Goal 2:** Reduced noise impacts from transportation sources.
  - **Policy 2.1:** Require consideration of noise impacts and mitigation in the design of new roadway projects and improvements to major or secondary arterials.

#### 5.25.2.4 Development Trends and Growth

The City of Rosemead was the sixty-fifth city to incorporate in Los Angeles County and currently encompasses an area of 5.2 sq mi. As of 2010,<sup>1</sup> the City of Rosemead had 53,764 residents.

The City of Rosemead is primarily a built-out community. While the City's General Plan Land Use Element (2010) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.25-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of Rosemead increased by 3.6 percent, from 51,638 to 53,505. Between 2000 and 2010, the City's population increased by 0.5 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 58,100 by 2035. Table 5.25.2 provides the growth projections (population, households, and employment) for the City of Rosemead from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.25.2, the City of Rosemead is projected to experience less population, household, and employment growth than the overall County over the next two decades.

<sup>1</sup> United States Census Bureau, 2010 Census data, Rosemead, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

TABLE 5.25.2:  
**Rosemead Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of Rosemead</b>				
Population	53,600	55,500	58,100	8.4%
Households	14,200	15,000	15,800	11.3%
Employment	16,400	16,900	17,600	7.3%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.25.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of Rosemead and the 16 census tracts inside its boundaries (see Figure 5.25-3 for census tract locations).

#### 5.25.3.1 Race and Ethnicity

Table 5.25.3 shows the racial and ethnic composition of the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2010 Census data). As shown in Table 5.25.3, racial minorities comprise a considerably larger share (78.9 percent) of the City of Rosemead's population than the County overall (49.7 percent). Asians comprise nearly 61 percent of the population of the City, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the 16 census tracts in the City of Rosemead vary somewhat, racial minorities account for approximately 38 to 86 percent of the population in those census tracts, and 15 of the 16 census tracts in the City have a higher percentage of racial minorities than the County.

Table 5.25.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2010 Census data). As shown in Table 5.25.4, Hispanics/Latinos comprise a smaller share (33.8 percent) of the City of Rosemead's population than the County overall (47.7 percent). Table 5.25.4 also shows that Hispanics/Latinos comprise between approximately 24 and 58 percent of the population in the 16 census tracts in Rosemead. Although the City's Hispanic/Latino population is lower than the County overall, 2 of the 16 census tracts in Rosemead have a higher percentage of Hispanics/Latinos than the County.

TABLE 5.25.3:  
Rosemead Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of Rosemead	21.1%	0.5%	0.7%	<b>60.7%</b>	0.1%	14.8%	<b>78.9%</b>
<b>Census Tracts in the City of Rosemead</b>							
4322.01	21.6%	0.7%	<b>1.1%</b>	<b>64.2%</b>	0.1%	9.9%	<b>78.4%</b>
4322.02	25.4%	0.8%	<b>1.2%</b>	<b>56.2%</b>	0.1%	14.2%	<b>74.6%</b>
4329.01	19.5%	0.5%	0.6%	<b>64.4%</b>	0.2%	12.7%	<b>80.5%</b>
4329.02 <sup>2</sup>	28.0%	0.5%	0.4%	<b>51.6%</b>	0.1%	16.5%	<b>72.0%</b>
4336.01	18.8%	0.5%	<b>1.0%</b>	<b>63.9%</b>	0.1%	14.1%	<b>81.2%</b>
4336.02	21.4%	0.1%	0.3%	<b>58.9%</b>	0.1%	17.2%	<b>78.6%</b>
4813	21.5%	0.3%	<b>1.1%</b>	<b>63.4%</b>	0.0%	11.7%	<b>78.5%</b>
4823.03	17.7%	0.3%	0.6%	<b>61.8%</b>	0.1%	17.4%	<b>82.3%</b>
4823.04	27.4%	0.7%	0.3%	<b>51.5%</b>	0.0%	17.5%	<b>72.6%</b>
4824.01	23.2%	0.4%	0.6%	<b>58.9%</b>	0.0%	15.0%	<b>76.8%</b>
4824.02	21.2%	0.3%	0.5%	<b>59.1%</b>	0.0%	16.5%	<b>78.8%</b>
4825.02	13.6%	0.8%	<b>0.9%</b>	<b>67.6%</b>	0.1%	14.8%	<b>86.4%</b>
4825.03	18.6%	0.2%	0.6%	<b>63.4%</b>	0.0%	14.9%	<b>81.4%</b>
4825.21	27.1%	1.5%	<b>0.9%</b>	<b>47.8%</b>	0.1%	18.9%	<b>72.9%</b>
4825.22	35.6%	1.9%	0.4%	<b>37.1%</b>	0.0%	21.4%	<b>64.4%</b>
5300.03	<b>62.4%</b>	0.4%	0.7%	<b>18.1%</b>	0.1%	14.6%	37.6%

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tract includes multiple jurisdictions.

TABLE 5.25.4:  
Rosemead Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 yrs old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of Rosemead	<b>78.9%</b>	33.8%	<b>48.9%</b>	<b>13.0%</b>	<b>3.74</b>	<b>32.5%</b>	<b>45.1%</b>
<b>Census Tracts in the City of Rosemead</b>							
4322.01	<b>78.4%</b>	23.5%	<b>57.3%</b>	<b>17.7%</b>	<b>3.24</b>	<b>32.1%</b>	<b>46.0%</b>
4322.02	<b>74.6%</b>	33.5%	<b>60.1%</b>	<b>14.1%</b>	<b>3.57</b>	<b>31.6%</b>	<b>55.7%</b>
4329.01	<b>80.5%</b>	29.6%	46.6%	<b>11.9%</b>	<b>3.67</b>	<b>26.1%</b>	<b>41.5%</b>
4329.02 <sup>5</sup>	<b>72.0%</b>	39.9%	<b>65.3%</b>	<b>14.0%</b>	<b>3.86</b>	<b>27.6%</b>	<b>49.7%</b>
4336.01	<b>81.2%</b>	31.5%	<b>57.8%</b>	<b>14.4%</b>	<b>3.89</b>	<b>31.8%</b>	<b>57.8%</b>
4336.02	<b>78.6%</b>	36.7%	41.6%	<b>15.7%</b>	<b>3.64</b>	<b>27.7%</b>	<b>51.6%</b>
4813	<b>78.5%</b>	31.0%	<b>68.3%</b>	<b>14.2%</b>	<b>3.90</b>	<b>28.0%</b>	<b>49.4%</b>
4823.03	<b>82.3%</b>	35.3%	33.7%	10.0%	<b>3.84</b>	<b>37.5%</b>	28.3%
4823.04	<b>72.6%</b>	45.8%	23.9%	10.8%	<b>3.89</b>	<b>45.9%</b>	26.4%
4824.01	<b>76.8%</b>	37.6%	42.7%	<b>11.7%</b>	<b>4.07</b>	<b>32.3%</b>	<b>57.3%</b>
4824.02	<b>78.8%</b>	35.5%	<b>61.0%</b>	<b>14.9%</b>	<b>3.34</b>	<b>25.3%</b>	<b>42.1%</b>
4825.02	<b>86.4%</b>	29.3%	43.9%	<b>11.5%</b>	<b>3.91</b>	<b>29.1%</b>	<b>44.4%</b>
4825.03	<b>81.4%</b>	33.9%	35.8%	10.7%	<b>4.22</b>	<b>43.9%</b>	<b>46.1%</b>
4825.21	<b>72.9%</b>	44.2%	<b>67.6%</b>	<b>15.5%</b>	<b>3.60</b>	21.6%	<b>55.9%</b>
4825.22	<b>64.4%</b>	<b>51.1%</b>	<b>67.9%</b>	<b>15.6%</b>	2.82	16.0%	<b>46.8%</b>
5300.03	37.6%	<b>58.1%</b>	<b>91.4%</b>	<b>24.9%</b>	<b>3.10</b>	12.0%	<b>63.5%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: *Italicized numbers in bold* indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tract includes multiple jurisdictions.

ACS = American Community Survey

### 5.25.3.2 Housing Occupancy

Table 5.25.4, provides the percentage of owner-occupied residences in the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2010 Census data). As shown in Table 5.25.4, the percentage of owner-occupied residences in the City of Rosemead (48.9 percent) is slightly higher than the County overall (47.7 percent). Table 5.25.4 also shows that between approximately 24 and 91 percent of the residences in the 16 census tracts in Rosemead are owner-occupied, and that 9 of the 16 census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

### 5.25.3.3 Elderly Residents

Table 5.25.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2010 Census data). As shown in Table 5.25.4, elderly residents comprise a slightly larger share (13.0 percent) of the City of Rosemead’s population than the County overall (10.9 percent). Table 5.25.4 also shows that elderly residents comprise between approximately 10 and 25 percent of the population in the



16 census tracts in Rosemead, and that 13 of the 16 census tracts in the City have a higher percentage of elderly residents than the County overall.

#### 5.25.3.4 Household Size

Table 5.25.4 shows the average household size in the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2010 Census data). As shown in Table 5.25.4, the average household size in the City of Rosemead (3.74 persons) is larger than the County overall (2.98 persons). Table 5.25.4 also shows that the average household size in the 16 census tracts in Rosemead ranges from 2.82 to 4.22 persons per household, and that 15 of the 16 census tracts in the City have a larger average household size than the County overall.

#### 5.25.3.5 Transit Dependency

Table 5.25.4 shows the percentage of the population that is transit-dependent in the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2007–2011 ACS data). As shown in Table 5.25.4, the transit-dependent population comprises a larger share (32.5 percent) of the City of Rosemead’s population than the County overall (25.2 percent). Table 5.25.4 also shows that the transit-dependent population in the 16 census tracts in Rosemead ranges from approximately 12 to 44 percent of the population, and that 13 of the 16 census tracts in the City have a higher percentage of transit-dependent residents than the County overall.

#### 5.25.3.6 Housing Tenure

Table 5.25.4 also shows the percentages of the populations in the County, the City of Rosemead, and the 16 census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.25.4, long-term residents comprise a slightly larger share (45.1 percent) of the City of Rosemead’s population than the County overall (39.6 percent). Table 5.25.4 also shows that the percentage of long-term residents in the 16 census tracts in the City of Rosemead ranges from approximately 26 to 64 percent of the population, and that 14 of the 16 census tracts in the City have a higher percentage of long-term residents than the County overall.

#### 5.25.3.7 Summary

As shown in Table 5.25.4 and described above, the City of Rosemead has a higher percentage of racial minorities, owner-occupied residences, elderly residents, transit-dependent residents, and long-term residents, and a larger average household size than the County overall. Further, Table 5.25.4 shows that all 16 of the census tracts in Rosemead exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, each of the 16 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of Rosemead appears to exhibit a high degree of community cohesion.

## 5.25.4 Economic Conditions

### 5.25.4.1 Business Sector

Table 5.25.5 shows employment percentages by economic sectors for the City of Rosemead and the County. As shown in Table 5.25.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of Rosemead (16.1 percent), followed by Manufacturing (14.4 percent).

TABLE 5.25.5:  
**Rosemead Employment by Economic Sector**

Economic Sector	Los Angeles County	City of Rosemead
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.3%
Construction	6.0%	4.2%
Manufacturing	11.2%	14.4%
Wholesale Trade	3.7%	5.6%
Retail Trade	10.6%	12.4%
Transportation, Warehousing, and Utilities	5.2%	5.3%
Information	4.4%	1.8%
Finance and Insurance	6.7%	7.4%
Professional and Technical Services	12.1%	7.8%
Education, Health, and Social Services	20.2%	16.1%
Public Administration	3.4%	4.7%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	10.9%
Other	6.1%	9.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

### 5.25.4.2 Employment and Income

Table 5.25.6 provides information regarding the civilian labor force in the City of Rosemead, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.25.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 23,100 persons employed in the civilian labor force in the City, and 2,300 persons (approximately 9.0 percent) were unemployed. The City of Rosemead’s unemployment rate is lower than the County (10.2 percent) but higher than the State (8.8 percent).

TABLE 5.25.6:  
**Rosemead Employment**

Employment Status	City of Rosemead	Los Angeles County	State of California
Civilian Labor Force	25,400	4,996,600	18,655,700
Employed	23,100	4,486,400	17,005,900
Unemployed	2,300	510,200	1,649,900
Unemployment Rate	9.0%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

Table 5.25.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of Rosemead, and the 16 census tracts in Rosemead (based on 2007–2011 ACS data). As shown in Table 5.25.7, the City of Rosemead’s median household income (\$47,964) is lower than the County overall (\$56,266). Table 5.25.7 also shows that the median household income in the 16 census tracts in the City of Rosemead ranges from \$36,585 to \$71,833, and that 10 of the 16 census tracts in the City have a lower median household income than the County.

TABLE 5.25.7:  
**Rosemead Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of Rosemead	<b>\$47,964</b>	14.8%
<b>Census Tracts in the City of Rosemead</b>		
4322.01	<b>\$43,625</b>	13.6%
4322.02	<b>\$52,424</b>	13.0%
4329.01	\$63,400	11.2%
4329.02 <sup>3</sup>	\$65,435	6.1%
4336.01	<b>\$50,208</b>	8.9%
4336.02	<b>\$39,306</b>	<b>26.9%</b>
4813	\$61,250	11.0%
4823.03	<b>\$46,991</b>	<b>17.0%</b>
4823.04	<b>\$38,850</b>	13.0%
4824.01	<b>\$42,404</b>	14.3%
4824.02	<b>\$48,926</b>	10.0%
4825.02	<b>\$36,585</b>	<b>21.1%</b>
4825.03	<b>\$38,640</b>	<b>30.6%</b>
4825.21	\$58,571	15.8%
4825.22	\$70,294	2.4%
5300.03	\$71,833	6.7%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tract includes multiple jurisdictions.

Table 5.25.7 also shows that persons living below the poverty level comprise a slightly smaller share (14.8 percent) of the City of Rosemead’s population than the County overall (16.3 percent). Table 5.25.7 also shows that the percentage of persons living below the poverty level in the 16 census tracts in the City of Rosemead ranges from approximately 2 to 31 percent of the population, and that 4 of the 16 census tracts in the City have a higher percentage of persons living below the poverty level than the County overall.

### 5.25.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of Rosemead had 22,940 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of Rosemead includes four main business districts: (1) the Garvey Avenue Corridor (entire length within the City); (2) the Valley Boulevard Corridor (entire length within the City); (3) the San Gabriel Boulevard Corridor (entire length within the City); and (4) the Walnut Grove Avenue

(between Klingerman Street and Drayer Lane). Two of these business districts, the San Gabriel Boulevard Corridor and the Valley Boulevard Corridor, are within 0.5 mi of the project's Build Alternatives.

#### 5.25.4.4 Property Tax

The base property tax rate in the City of Rosemead is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of Rosemead, the average additional debt service is 0.14 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported tax collected for all tax rate areas in the City of Rosemead totaled approximately \$2.0 million,<sup>2</sup> with a total assessed value of \$3.7 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 5.4 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of Rosemead General Fund.

#### 5.25.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of Rosemead is 9.0 percent, 0.75 percent of which is allocated to the City of Rosemead for public services.<sup>5</sup> The City of Rosemead's 954 permitted sales tax-producing businesses<sup>6</sup> generated approximately \$356.7 million in taxable sales in 2011.<sup>7</sup> The City of Rosemead's average total taxable sales revenue per permit in 2011 was \$373,885, approximately \$2,804 of which would be distributed to the General Fund (0.75 percent). Table 5.25.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of Rosemead in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.25.8:  
**Taxable Sales in the City of Rosemead by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	61	\$18,408	\$301,769
Home Furnishings and Appliances	65	\$10,093	\$155,270
Building Material and Garden Equipment	19	\$1,462	\$76,971
Food and Beverage Stores	43	\$17,469	\$406,257
Gasoline Stations	10	\$44,619	\$4,461,860
Clothing and Accessories Stores	33	\$1,325	\$40,141
General Merchandise Stores	31	\$143,504	\$4,629,173
Food Services and Drinking Places	140	\$67,778	\$484,129
Other Retail Group	249	\$19,678	\$79,027
<b>Total Retail and Food Services</b>	<b>651</b>	<b>\$324,335</b>	
<b>Average Taxable Sales/Permit for Retail and Food Services</b>			<b>\$498,211</b>
All Other Outlets	303	\$32,350	\$106,767
<b>Total All Outlets</b>	<b>954</b>	<b>\$356,686</b>	
<b>Average Taxable Sales/Permit for All Outlets</b>			<b>\$373,885</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

#### 5.25.4.6 Existing Access

The major east-west arterials in the City of Rosemead include: Mission Drive, Valley Boulevard, Garvey Avenue, and Graves Avenue. The major north-south arterials in the City of Rosemead include: New Avenue, Ramona Street, Del Mar Avenue, San Gabriel Boulevard, Rosemead Boulevard, and Temple City Boulevard. Residents of Rosemead have access to I-10 in the central portion of the City via the New Avenue, Del Mar Avenue, San Gabriel Boulevard, Rosemead Boulevard, Walnut Grove Avenue, and Temple City Boulevard interchanges. Residents of Rosemead also have access to SR 60, located south of the City, via the Paramount Boulevard, San Gabriel Boulevard, and Rosemead Boulevard interchanges.

### 5.25.5 Community Services, Facilities, and Utilities

#### 5.25.5.1 Police, Fire, and Library Facilities

##### Police Protection

The City of Rosemead is served by the LASD. Rosemead is served by the LASD Temple Sheriff's Station at 8838 Las Tunas Drive in Temple City. There are no police stations in the City of Rosemead.

##### Fire Protection

The LACFD provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of Rosemead. Figure 5.25-4 shows the locations of the two fire stations staffed by the LACFD in the City of Rosemead. One of these fire stations, Fire Station No. 42, located at 9319 East Valley Boulevard, is within 0.5 mi of one or more of the project's Build Alternatives.

##### Libraries

The City of Rosemead is served by the Rosemead Branch of the Los Angeles County Public Library located at 8800 Valley Boulevard. Figure 5.25-4 shows the location of the Rosemead Branch Library in the City. The Rosemead Branch Library is within 0.5 mi of one or more of the project's Build Alternatives.

##### Other Government Facilities

The City of Rosemead also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. Rosemead City Hall is located at 8838 East Valley Boulevard. Figure 5.25-4 shows the location of Rosemead City Hall in the City.<sup>1</sup> Rosemead City Hall is within 0.5 mi of one or more of the project's Build Alternatives.

#### 5.25.5.2 Other Community Facilities

##### Hospitals

There is one hospital facility in the City of Rosemead. Figure 5.25-4 shows the location of this hospital in the City. There are no hospital facilities in Rosemead within 0.5 mi of the project's Build Alternatives.

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<sup>1</sup> Additional government facilities are located throughout Rosemead; however, only major facilities such as courthouses and key government office buildings are shown.

## Places of Worship

Places of worship offer additional community gathering areas in Rosemead. Figure 5.25-4 shows the locations of known places of worship in Rosemead.<sup>1</sup> Table 5.25.9 provides a list of the names and addresses of the known places of worship in the City of Rosemead that are within 0.5 mi of the project's Build Alternatives.

TABLE 5.25.9:  
**Places of Worship in Rosemead Within 0.5 Mile of Build Alternatives**

Name	Address
First Evangelical Church	8614 Marshall Street
Open Bible Church	7873 Hellman Avenue
Rosemead Christian Church	4043 Bartlett Avenue
Rosemead Foursquare Church	4470 Bartlett Avenue
Rosemead Korean Seventh Day Adventist Church	8985 Newby Avenue
Rosemead United Methodist Church	9057 Newby Avenue
Testimony of Christ Mission	8137 Hellman Avenue
Zion Lutheran Church	8236 Hellman Avenue

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

## Homeless Services and Shelters

American Asian Pacific Ministries, Inc. at 4022 North Rosemead Boulevard provides homeless services in the City of Rosemead. Figure 5.25-4 shows the location of American Asian Pacific Ministries in the City. American Asian Pacific Ministries is within 0.5 mi of one or more of the project's Build Alternatives.

### 5.25.5.3 Schools

#### Public Schools

The AUSD, El Monte Union High School District, Garvey School District, MUSD, and Rosemead School District provide educational services to the residents who live in the City of Rosemead. Figure 5.25-5 shows the locations of the public schools in Rosemead. Table 5.25.10 provides a list of the names, addresses, and operators of the public schools in the City of Rosemead that are within 0.5 mi of the project's Build Alternatives, and also provides information about the grades taught at those public schools.

#### Private Schools

The City of Rosemead has several private elementary and high schools. Figure 5.25-5 shows the locations of these private schools in the City. One of these private schools, Berean Christian School, located at 8618 Mission Drive, is within 0.5 mi of the project's Build Alternatives. Berean Christian School provides classroom instruction to students in 8th through 12th grades.<sup>2</sup>

<sup>1</sup> Additional places of worship are believed to be located throughout Rosemead; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

<sup>2</sup> Department of Education, Private Schools, <http://www.cde.ca.gov/ds/si/ps/>, accessed September 2013.

TABLE 5.25.10:

**Public Schools in Rosemead Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Encinita Elementary School	4515 North Encinita Avenue	RSD	7th–8th
Janson Elementary School	4022 North Rosemead Boulevard	RSD	K–6th
Muscatel Middle School	4201 North Ivar Avenue	RSD	Pre-K – 6th
Rosemead High School	9063 East Mission Drive	EMUHSD	9th–12th

Source 1: Encinita Elementary School, 2011–2012 School Accountability Report Card.

Source 2: Mildren B. Janson Elementary School, 2011–2012 School Accountability Report Card.

Source 3: Muscatel Middle School, 2011–2012 School Accountability Report Card.

Source 4: Rosemead High School, 2001–2012 School Accountability Report.

EMUHSD = El Monte Union High School District

K = Kindergarten

RSD = Rosemead School District

#### 5.25.5.4 Parks, Community Centers, and Recreation Facilities

The City of Rosemead operates and maintains seven parks, two community centers, one recreation center, and an aquatic center. Figure 5.25-5 shows the locations of the parks, community center, and recreational facilities in Rosemead. Table 5.25.11 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of Rosemead that are within 0.5 mi of the project’s Build Alternatives, and also provides information on the size and amenities of those parks, community centers, or recreational facilities.

TABLE 5.25.11:

**Parks, Community Centers, and Recreation Facilities in Rosemead Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Garvey Park and Splash Zone at Garvey Park	7933 Emerson Place	City of Rosemead	12.1	The park provides picnic shelters with barbecues, a gymnasium, baseball/softball diamonds, two playgrounds, restrooms, and lighted tennis courts. The Splash Zone at Garvey Park is a water park experience that provides two large water slides, a splash play area, and a 2,500-square-foot lesson pool.
Rosemead Aquatic Center	9155 East Mission Drive	City of Rosemead	–	The center provides a 25-yard by 40-meter competitive pool. The pool has 13 competition lanes and water polo capabilities. The pool is also available for recreational swimming.
Rosemead Community Recreation Center	3936 North Muscatel Avenue	City of Rosemead	–	The Recreation Center is a multi-purpose facility that accommodates wedding receptions, dinner gatherings, meetings, workshops, and other special occasions. Rooms are available for a variety of events and groups. The Recreation Center also provides senior activities, adult education programs, a preschool, and youth and adult classes.
Rosemead Park	4343 Encinita Avenue	City of Rosemead	19.9	The park provides a swimming pool, three playground areas, a number of picnic shelters with barbecues, two lighted softball/baseball fields, restroom facilities, a 0.5-mile trail, and an expansive open space area.

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: City of Rosemead, City Parks web page <http://www.cityofrosemead.org/index.aspx?page=200>, accessed November 14, 2013.

Source 3: City of Rosemead City Facilities web page <http://www.cityofrosemead.org/index.aspx?page=199>, accessed November 14, 2013.

#### 5.25.5.5 Bikeways and Recreational Trails

There is one Class I (off-street) bikeway in the east part of the City of Rosemead, as shown on Figure 5.25-5. There are no Class II (striped, on-street) or Class III (unstriped, on-street) bikeways in the City of Rosemead.

#### 5.25.5.6 Transit Services

Within the City of Rosemead, public transportation services are provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Foothill Transit, Montebello Bus Lines, and the Rosemead Explorer. Table 5.25.12 provides a list of the existing bus routes within the City of Rosemead, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

#### 5.25.5.7 Utilities

Table 5.25.13 provides a list of the utility service providers in the City of Rosemead.



**TABLE 5.25.12:  
 Existing Bus Service in Rosemead**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
70	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Marengo Street, Eastern Avenue, Ramona Boulevard, Garvey Avenue	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>LA County/USC Medical Center</li> <li>Cal State LA</li> <li>El Monte Station</li> </ul>	10-12	15
76	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Main Street, Valley Boulevard	<ul style="list-style-type: none"> <li>Downtown LA</li> <li>El Monte Station</li> </ul>	12-15	16
176	Metro	Local	E-W	Mon.–Fri. <sup>2</sup>	Pasadena Avenue, Mission Street, Garfield Avenue, Main Street, Mission Drive, Garvey Avenue, Rosemead Boulevard, Valley Boulevard	<ul style="list-style-type: none"> <li>Highland Park</li> <li>LA County Social Services</li> <li>San Gabriel Mission</li> <li>El Monte Station</li> <li>The Shops at Montebello</li> </ul>	30	45
266	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Rosemead Boulevard, Lakewood Boulevard, Foothill Boulevard	<ul style="list-style-type: none"> <li>Sierra Madre Villa Gold Line Station</li> <li>Lakewood Green Line Station</li> <li>Lakewood Center Mall</li> </ul>	30-35	40-45
770	Metro	Rapid	E-W	Mon.–Sat. <sup>3</sup>	Garvey Avenue, Atlantic Boulevard, Cesar E. Chavez Avenue	<ul style="list-style-type: none"> <li>El Monte Station</li> <li>East LA City College</li> <li>White Memorial Hospital</li> <li>Pico Blue Line Station</li> <li>7<sup>th</sup> Street/Metro Center Station</li> <li>Union Station</li> </ul>	10-13	15
269	FT	Local	N-S	Mon.–Fri. <sup>4</sup>	North Montebello Boulevard, San Gabriel Boulevard, Durfee Avenue, Santa Anita Avenue	<ul style="list-style-type: none"> <li>El Monte Station</li> <li>Montebello Town Center</li> </ul>	30	30
20	MBL	Local	N-S	Mon.–Sun. <sup>4</sup>	Greenwood, Montebello Boulevard, San Gabriel Boulevard	<ul style="list-style-type: none"> <li>The Shops at Montebello</li> <li>Montebello Metrolink Station</li> </ul>	15-30	15-30
1/2	ROSE	Local	Circular Route	Mon.–Sun. <sup>4</sup>	Garvey Avenue, Walnut Grove Avenue, Valley Boulevard, Graves Avenue	<ul style="list-style-type: none"> <li>Schools, Shopping Centers</li> <li>Community Centers</li> <li>Whittier Narrows Golf Course</li> </ul>	60	60

Source 1: Metro, Maps and Time Tables, available at <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Foothill Transit, Maps and Schedules, available at <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

Source 3: Montebello Bus Lines, Montebello Bus Lines Schedules, available at <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

Source 4: Rosemead Explorer, Rosemead Explorer Schedule, available at <http://www.cityofrosemead.org/index.aspx?page=144>, accessed February 13, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective June 26, 2011.

<sup>4</sup> Schedule as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

FT = Foothill Transit

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

ROSE = Rosemead Explorer

S = South

Sat. = Saturday

Sun. = Sunday

USC = University of Southern California

W = West

TABLE 5.25.13:  
**Rosemead Utility Service Providers**

<b>Service</b>	<b>Provider</b>
Cable/TV	Charter Communications
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	Consolidated Sewer Maintenance District of Los Angeles
Solid Waste	Consolidated Disposal Services
Telephone	AT&T
Water	Adams Ranch Mutual Water Company
	Amarillo Mutual Water
	California American Water Company
	Golden State Water
	San Gabriel Valley Water
	San Gabriel County Water District

Source: City of Rosemead, Local Agencies and Utility Companies, <http://www.cityofrosemead.org/index.aspx?page=292>, accessed November 8, 2013.

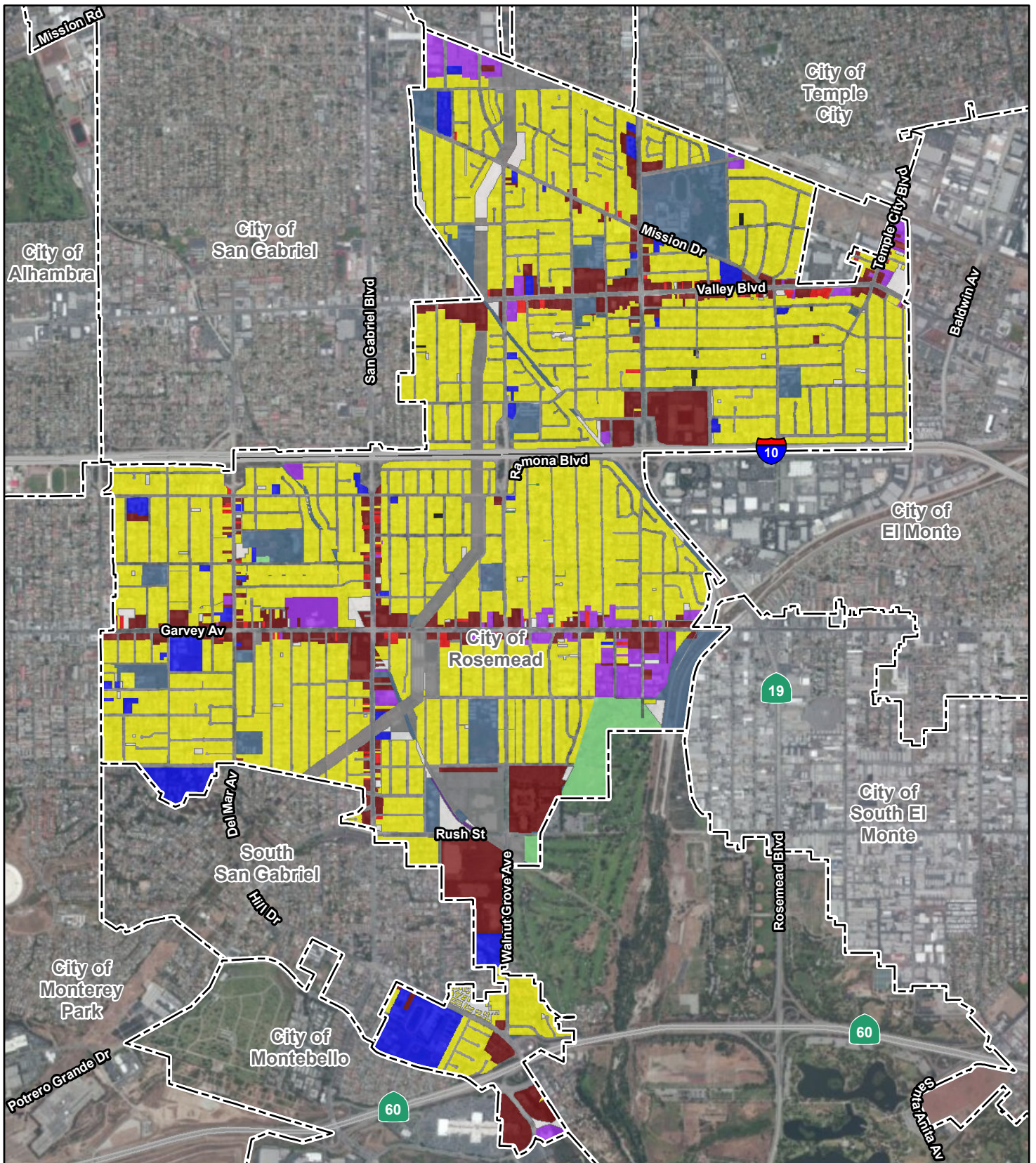
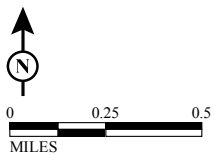


FIGURE 5.25-1

LEGEND

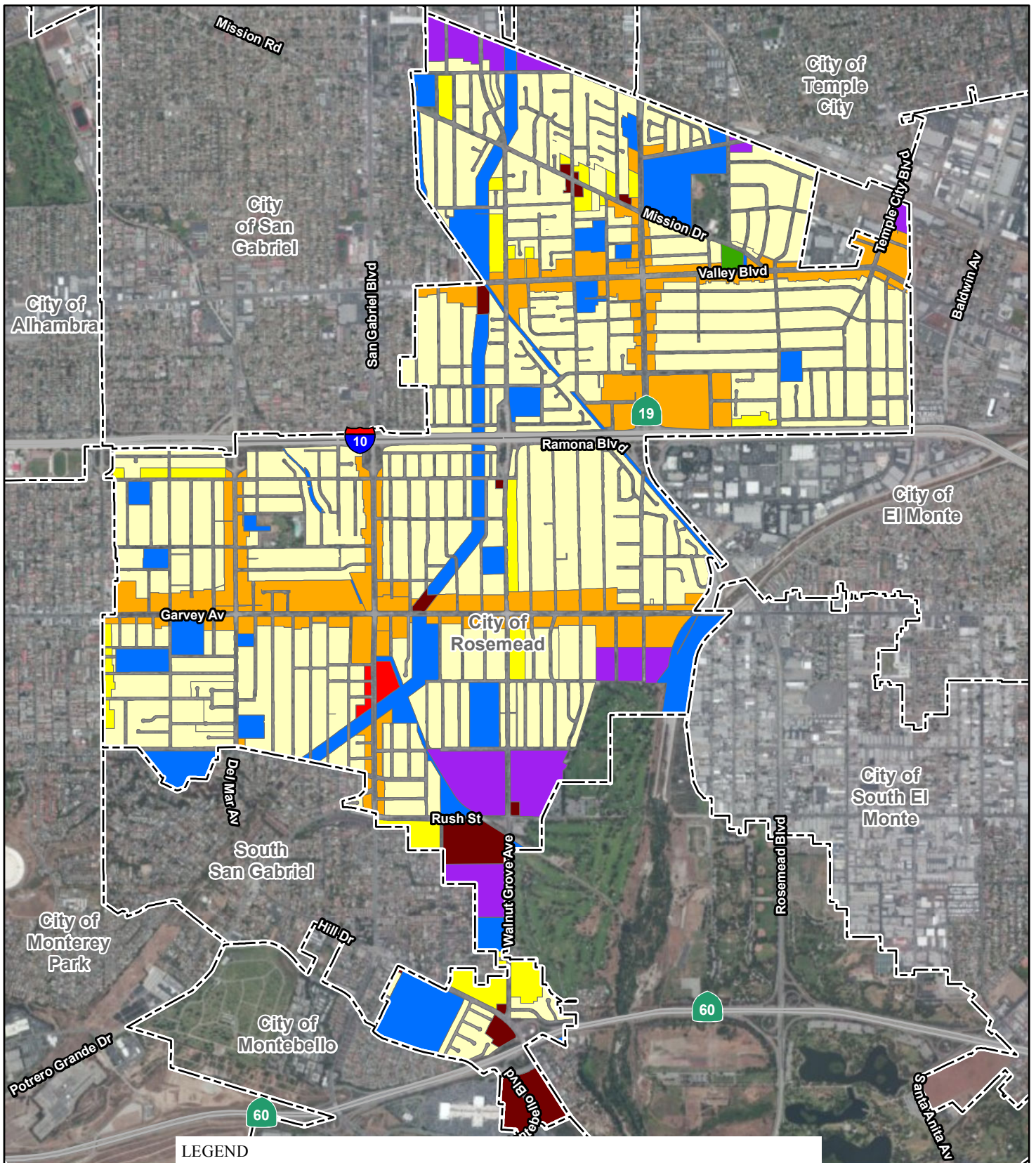
- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
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SR 710 North Study  
 Rosemead  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

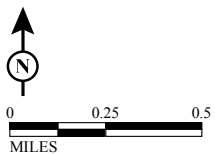
City Boundary

General Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial/Office
- Mixed Commercial and Industrial

- Industrial
- Educational Institutions
- Public Facilities
- Mixed Urban
- Local Parks, Open Space, and Recreation
- Cemeteries
- Transportation

FIGURE 5.25-2



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
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SR 710 North Study  
 Rosemead  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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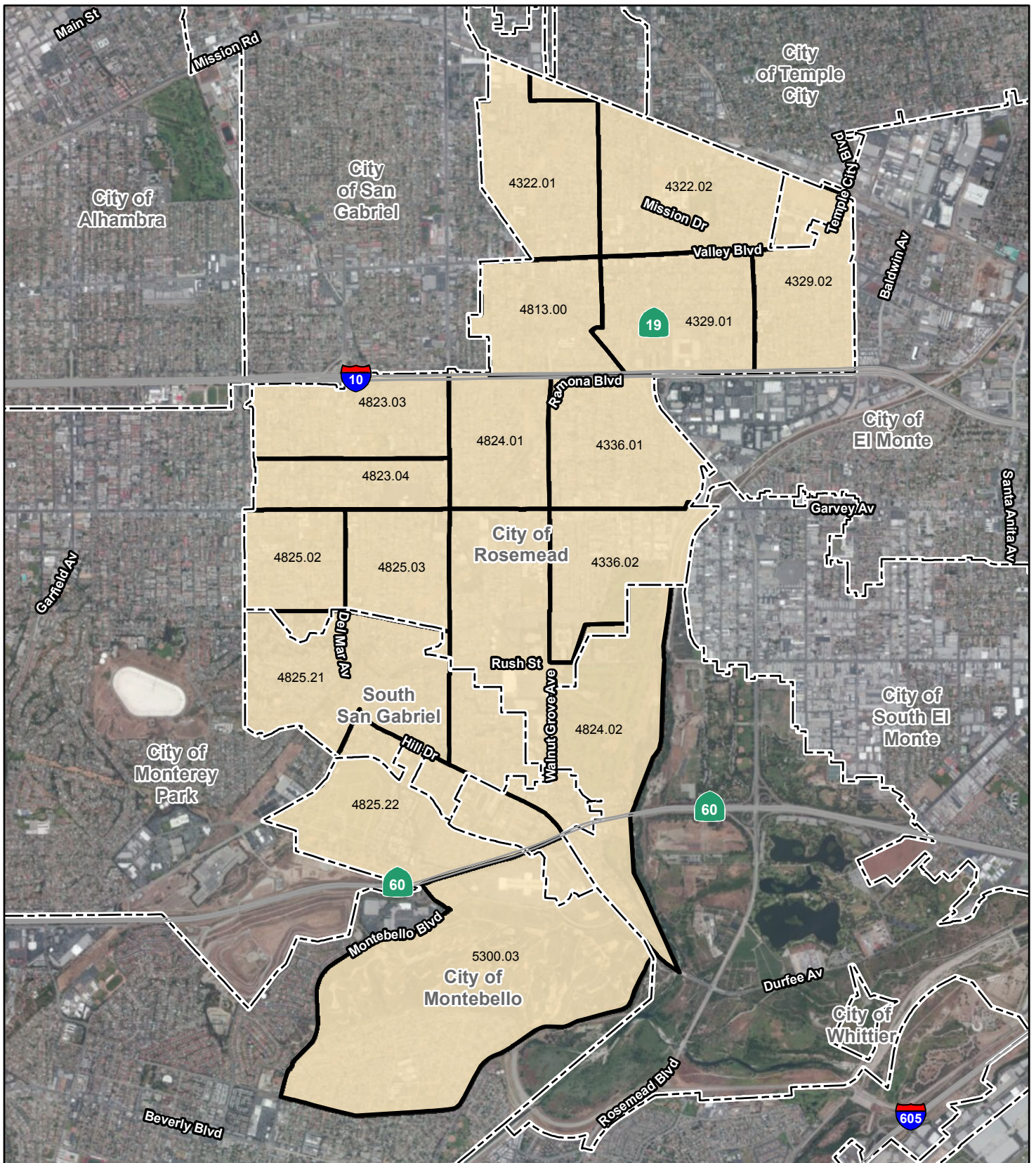


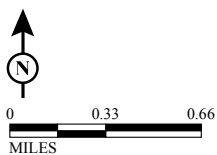


FIGURE 5.25-3

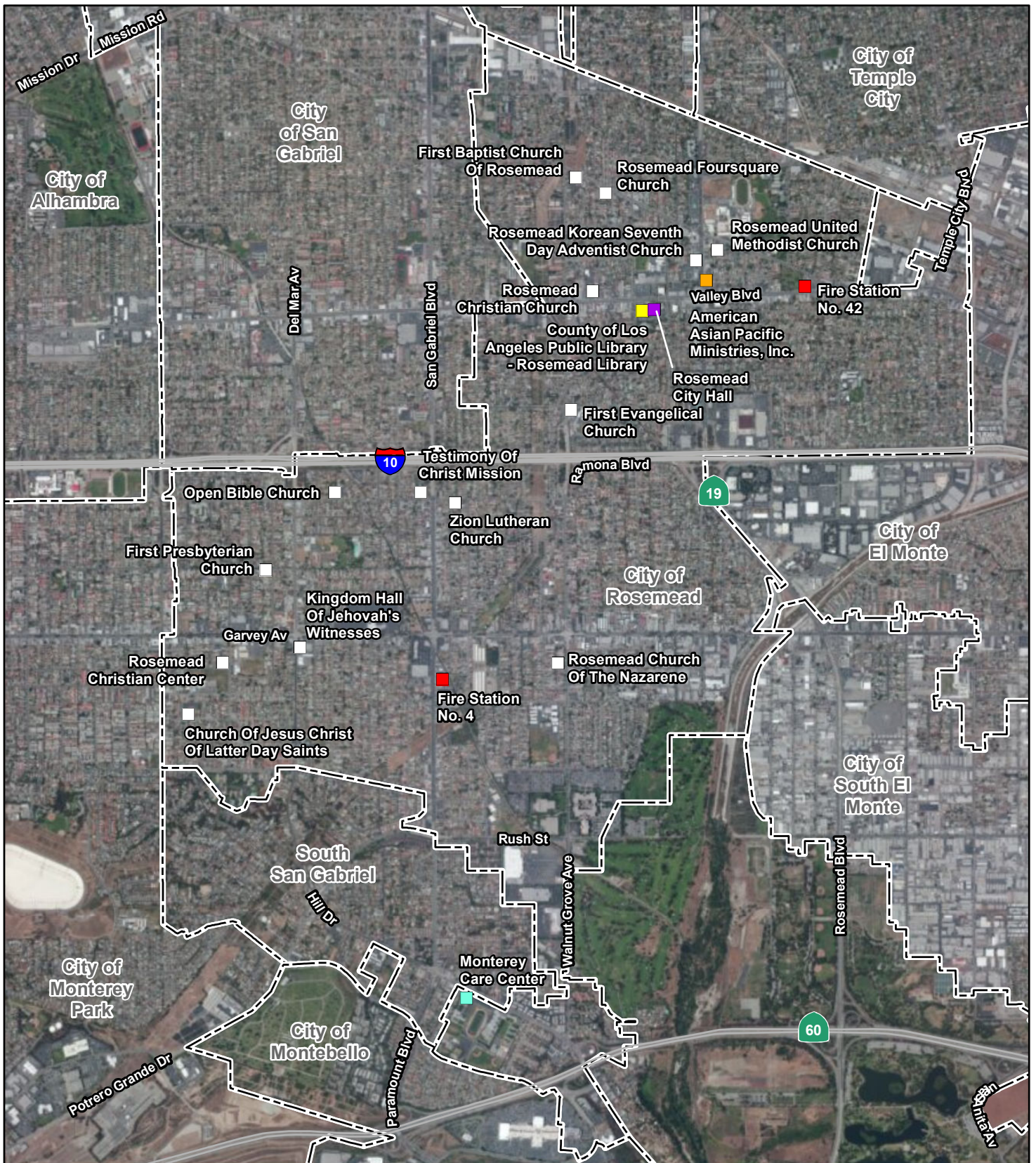
LEGEND

-  City Boundary
-  2010 Census Tract Boundary



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LEGEND

- Fire Station
  - Library
  - Other Government Facilities
- Hospital
  - Place of Worship
  - Homeless Service
  - City Boundary

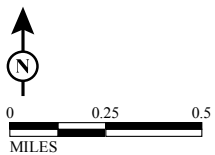


FIGURE 5.25-4

SR 710 North Study  
 Rosemead Community Facilities  
 and Services  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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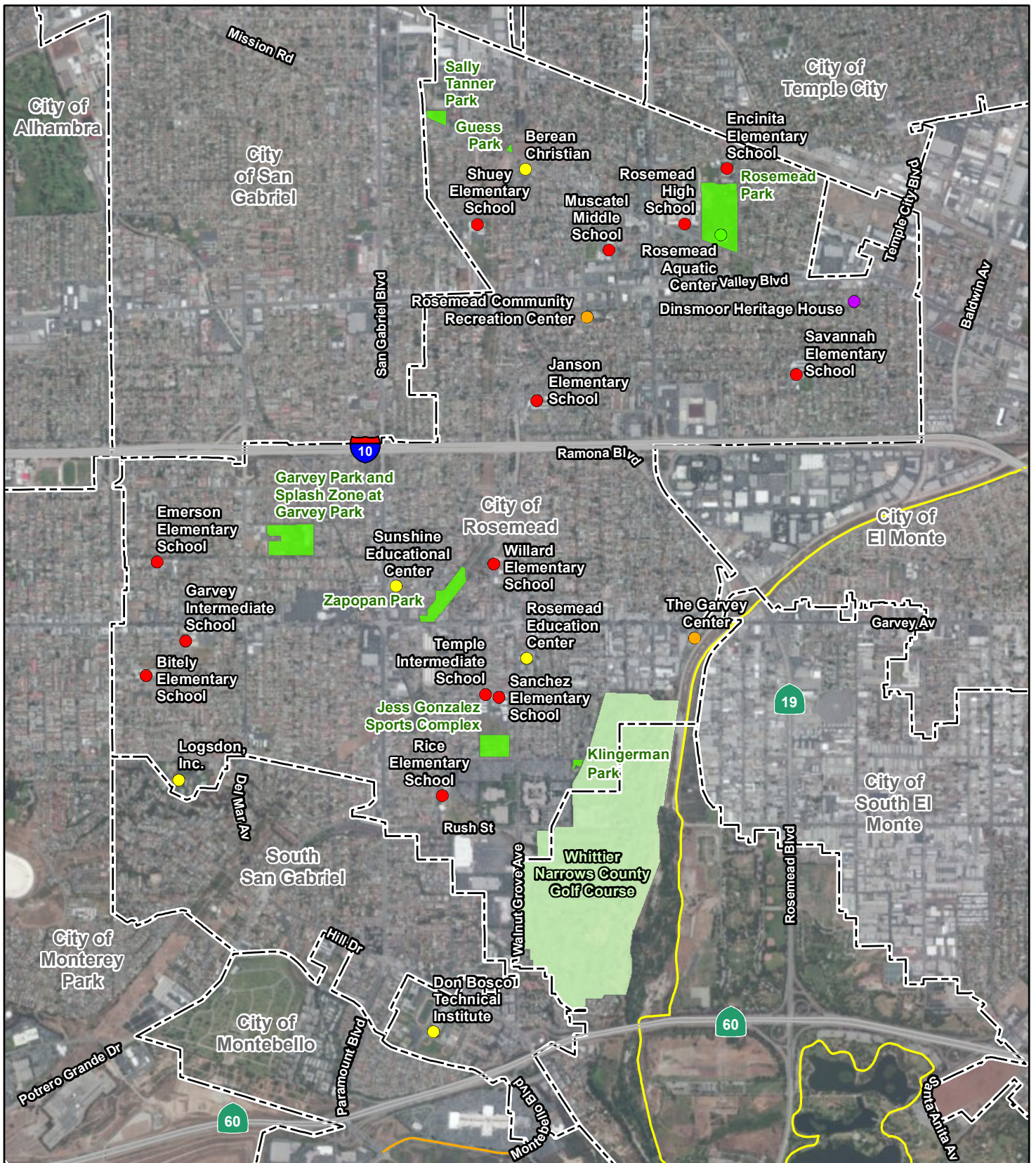
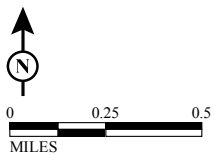


FIGURE 5.25-5

LEGEND

- Public School
- Private School
- Community Center
- Recreation Facility
- Museum
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
 I:\CHM1105\GIS\MXD\CIA\Rosemead\_SchoolsParksRec.mxd (10/28/2014)

SR 710 North Study  
 Rosemead Schools, Parks,  
 and Recreation Facilities  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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## 5.26 San Gabriel

### 5.26.1 Introduction

#### 5.26.1.1 Location

The City of San Gabriel is located in the south-central part of the study area for the SR 710 North Study, and is bordered by the City of Alhambra to the west, the City of San Marino to the north, the City of Rosemead to the east and south, and the City of Temple City and the unincorporated community of East San Gabriel to the east. The City of San Gabriel is approximately 4.1 sq mi in size. San Gabriel is bordered by I-10 to the south. Figure 5.1-1, provided earlier, illustrates the location of the City of San Gabriel within the study area for the SR 710 North Study.

#### 5.26.1.2 History

The community of San Gabriel was created when Father Junipero Serra, a Spanish priest, and the Gabrielino-Tongva Indians built the Mission San Gabriel Archangel in 1771. The Mission is now located in the City's historic core, which is known as the San Gabriel Mission District. The District contains City Hall, the San Gabriel Mission Playhouse, and several other historic buildings and sites that exhibit Spanish, Native American, and early American history.

By 1852, San Gabriel had become one of the first townships in the County of Los Angeles. When the 1860 census was taken, there were only 586 persons listed.<sup>1</sup> In the 1880s, San Gabriel was described as "a wild little town with eighteen saloons within a two-block area." Most of its several hundred residents were not particularly pleased with its reputation, and in the early 1890s, the townspeople voted to eliminate the saloons.

Near the end of the 19<sup>th</sup> century, the coming of the railroads started a migration of people to Southern California, and the interurban rail system that arrived on its heels similarly fostered the growth of the small community of adobe homes and businesses known as San Gabriel.<sup>2</sup> Chinese, Japanese, Filipino, and South Asian pioneers also began to settle in the area. Their arrival added an ethnic diversity and culture that remain vibrant parts of San Gabriel today.

By 1913, San Gabriel's residents envisioned a bigger and better future and voted to incorporate the community as a city. On April 24, 1913, the City of San Gabriel was incorporated with a population of 1,500.

In 1923, San Gabriel had roughly 2,000 inhabitants. Subsequent years brought steady land sales and housing construction as new residents flowed into the city. San Gabriel's population, like that of surrounding communities, swelled during the 1930s and 1940s. Home to approximately 12,000 citizens in 1940, San Gabriel residents numbered more than 20,000 in 1950. Gradually, agriculture gave way to residential developments and commercial and industrial enterprises. In the 1960s, many San Gabriel firms manufactured component parts for the burgeoning Southern California aerospace industry.<sup>3</sup>

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<sup>1</sup> City of San Gabriel web site, <http://www.sangabrielcity.com/index.aspx?NID=78>, accessed August 5, 2013.

<sup>2</sup> County of Los Angeles Public Library, San Gabriel Frequently Asked Questions, <http://www.colapublib.org/history/sangabriel/faq.html>, accessed August 5, 2013.

<sup>3</sup> Ibid.

## 5.26.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of San Gabriel. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.26.2.1 Existing Land Uses

The existing land uses in the City of San Gabriel are illustrated on Figure 5.26-1. The acreage and percentage of existing land uses in the City of San Gabriel are shown in Table 5.26.1. Table 5.26.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.26.1:  
**San Gabriel Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.4	0
Commercial and Services	190.4	9
Industrial	57.3	3
Institutional	56.9	3
Mixed Commercial	31.2	1
Open Space and Recreation	107.8	5
Other	1.3	0
Public	124.9	6
Residential	1,429.2	69
Transportation and Utilities	37.5	2
Vacant	46.4	2
<b>Total</b>	<b>2,083.2</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.26.1, residential uses are the primary land use in the City of San Gabriel, comprising approximately 69 percent of the land within the City, followed by commercial and services uses (9 percent). As shown on Figure 5.26-1 and described in Table 5.26.1, 46.4 ac (2 percent) of the land in the City are vacant.

### 5.26.2.2 General Plan Land Uses

General Plan land use designations for the City of San Gabriel, which guide future development, are illustrated on Figure 5.26-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of San Gabriel and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 46.4 ac of vacant land in San Gabriel, approximately 21 ac are designated for public facility uses, 14 ac are designated for commercial/office uses, and 5 ac are designated for multifamily residential uses. The remaining 6 ac are designated for local parks, open space, and recreation, transportation, single-family residential, industrial, and commercial/office uses.

### 5.26.2.3 Adopted Goals and Policies

The following excerpted goals and targets from the City of San Gabriel General Plan are relevant to the SR 710 North Study.

#### Mobility Chapter (2004)

- **Goal 3.1:** We will provide a safe, efficient and environmentally sensitive transportation system for the movement of people and goods.
  - **Target 3.1.1:** Improve all arterial streets to standards depicted in the design classification and functional classifications. See Table 3-1 (Street Classifications) and Figure 3.1 (Existing Street Classification).
  - **Target 3.1.2:** Attain level of service “D” as the performance threshold at designated intersections (labeled “principle intersections”) throughout the City. See Figure 3.2 (Existing Intersection Capacity Utilization).
  - **Target 3.1.3:** Improve the City’s interregional transportation capabilities (including arterials, freeway network, transit facilities, etc.).
  - **Target 3.3.1:** Promote expansion of regional and local transit service within two years. (Figure 3.6 Existing Bus Routes).
  - **Target 3.3.3:** Expand local bus service into and out of the Valley Blvd commercial/retail corridor within two years.
- **Goal 3.5:** Promote the use of bicycles for transportation.
  - **Target 3.5.1:** Expand the citywide bikeway system. See Figure 3-6.
  - **Target 3.5.2:** Promote the development of a regional bikeway system through cooperation with State, County, and neighboring communities.
- **Goal 3.6:** Enhance pedestrian access and circulation.
  - **Target 3.6.1:** Provide pedestrian amenities in new development and in street improvement programs.

#### Environmental Resources Chapter (2004)

- **Goal 8.6:** Improve air quality within the City of San Gabriel.
  - **Target 8.6.2:** Encourage the use of mass transit, carpooling, bicycling, and other alternative transportation options.

#### Community Design Chapter (2004)

- **Goal 10.15:** Establish engineering standards that reinforce good streetscape and good urban design.
  - **Target 10.15.1:** Use transportation systems management tools, rather than new construction and widening, to meet transportation demands where possible.

### 5.26.2.4 Development Trends and Growth

The City of San Gabriel was the 28th city to incorporate in Los Angeles County and currently encompasses an area of 4.1 sq mi. As of 2010,<sup>1</sup> the City of San Gabriel had 39,718 residents.

The City of San Gabriel is primarily a built-out community. While the City's General Plan Land Use Element (2004) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.26-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of San Gabriel increased by 7.2 percent, from 37,120 to 39,804. Between 2000 and 2010, the City's population decreased by 0.2 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 46,100 by 2035. Table 5.26.2 provides the growth projections (population, households, and employment) for the City of San Gabriel from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.26.2, the City of San Gabriel is projected to experience the same amount of population growth as the County as a whole, but less household and employment growth than the entire County over the next two decades.

TABLE 5.26.2:  
**San Gabriel Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of San Gabriel</b>				
Population	39,700	42,800	46,100	16.1%
Households	12,500	13,800	14,800	18.4%
Employment	14,200	15,000	15,700	10.6%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.26.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of San Gabriel and the 11 census tracts inside its boundaries (see Figure 5.26-3 for census tract locations).

<sup>1</sup> United States Census Bureau, 2010 Census data, San Gabriel, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.



### 5.26.3.1 Race and Ethnicity

Table 5.26.3 shows the racial and ethnic composition of the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2010 Census data). As shown in Table 5.26.3, racial minorities comprise a considerably larger share (74.6 percent) of the City of San Gabriel’s population than the County overall (49.7 percent). Asians comprise nearly 61 percent of the population of the City, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the 11 census tracts in the City of San Gabriel vary somewhat, racial minorities account for approximately 45 to 87 percent of the population in those census tracts. In San Gabriel, 9 of the 11 census tracts have a higher percentage of racial minorities than the County.

TABLE 5.26.3:  
**San Gabriel Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of San Gabriel	25.4%	1.0%	0.6%	<b>60.7%</b>	0.1%	9.5%	<b>74.6%</b>
<b>Census Tracts in the City of San Gabriel</b>							
4800.02 <sup>2</sup>	39.1%	0.8%	0.1%	<b>50.9%</b>	0.0%	5.2%	<b>60.9%</b>
4801.02 <sup>2</sup>	32.1%	1.7%	0.3%	<b>53.6%</b>	0.0%	8.6%	<b>67.9%</b>
4802.01	<b>54.8%</b>	1.2%	0.5%	<b>33.0%</b>	0.1%	5.6%	45.2%
4802.02	<b>50.6%</b>	0.5%	0.5%	<b>39.7%</b>	0.2%	4.7%	49.4%
4811.01	29.3%	2.8%	0.7%	<b>48.2%</b>	0.2%	15.8%	<b>70.7%</b>
4811.02	20.8%	2.4%	0.7%	<b>60.5%</b>	0.2%	11.9%	<b>79.2%</b>
4811.03	27.4%	0.5%	<b>0.8%</b>	<b>53.1%</b>	0.1%	14.5%	<b>72.6%</b>
4812.02 <sup>2</sup>	24.5%	1.3%	0.5%	<b>51.2%</b>	0.0%	19.3%	<b>75.5%</b>
4814.01	13.4%	0.2%	0.3%	<b>78.0%</b>	0.1%	6.2%	<b>86.6%</b>
4814.02	17.4%	0.5%	0.4%	<b>74.7%</b>	0.0%	5.1%	<b>82.6%</b>
4823.01	14.1%	0.6%	0.6%	<b>70.2%</b>	0.2%	12.6%	<b>85.9%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are they are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tract includes multiple jurisdictions.

Table 5.26.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2010 Census data). As shown in Table 5.26.4, Hispanics/Latinos comprise a smaller share (25.7 percent) of the City of San Gabriel’s population than the County overall (47.7 percent). Table 5.26.4 also shows that Hispanics/Latinos comprise between approximately 16 and 39 percent of the population in the 11 census tracts in San Gabriel. None of the 11 census tracts in the City of San Gabriel has a higher percentage of Hispanics/Latinos than the County.

### 5.26.3.2 Housing Occupancy

Table 5.26.4, provides the percentage of owner-occupied residences in the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2010 Census data). As shown in Table 5.26.4, the percentage of owner-occupied residences in the City of San Gabriel (49.2 percent) is slightly higher than the County overall (47.7 percent). Table 5.26.4 also shows that between approximately 12 and 87 percent of the residences in the 11 census tracts in San Gabriel are owner-occupied, and that 7 of the 11 census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

TABLE 5.26.4  
San Gabriel Community Cohesion Indicators

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of San Gabriel	<b>74.6%</b>	25.7%	<b>49.2%</b>	<b>14.0%</b>	<b>3.13</b>	<b>27.8%</b>	<b>44.2%</b>
Census Tracts in the City of San Gabriel							
4800.02 <sup>5</sup>	<b>60.9%</b>	17.5%	<b>81.2%</b>	<b>19.5%</b>	2.87	13.1%	<b>55.0%</b>
4801.02 <sup>5</sup>	<b>67.9%</b>	24.8%	<b>65.6%</b>	<b>14.6%</b>	<b>2.99</b>	14.3%	<b>54.6%</b>
4802.01	45.2%	24.2%	<b>86.6%</b>	<b>17.6%</b>	2.84	7.5%	<b>55.9%</b>
4802.02	49.4%	24.3%	<b>84.5%</b>	<b>17.0%</b>	2.84	11.5%	<b>52.6%</b>
4811.01	<b>70.7%</b>	35.8%	19.9%	<b>15.5%</b>	2.55	23.2%	20.9%
4811.02	<b>79.2%</b>	27.6%	12.0%	8.8%	2.63	<b>31.8%</b>	20.3%
4811.03	<b>72.6%</b>	39.3%	<b>57.5%</b>	<b>15.1%</b>	<b>3.36</b>	<b>25.3%</b>	<b>57.3%</b>
4812.02 <sup>5</sup>	<b>75.5%</b>	37.0%	<b>48.9%</b>	10.9%	<b>3.38</b>	13.9%	<b>52.3%</b>
4814.01	<b>86.6%</b>	16.1%	42.9%	<b>12.7%</b>	<b>3.31</b>	<b>32.2%</b>	<b>45.9%</b>
4814.02	<b>82.6%</b>	18.0%	<b>53.1%</b>	<b>15.2%</b>	<b>3.41</b>	<b>38.5%</b>	<b>50.6%</b>
4823.01	<b>85.9%</b>	26.3%	43.5%	10.8%	<b>3.84</b>	<b>34.7%</b>	<b>45.3%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tract includes multiple jurisdictions.

ACS = American Community Survey

### 5.26.3.3 Elderly Residents

Table 5.26.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2010 Census data). As shown in Table 5.26.4, elderly residents comprise a slightly larger share (14.0 percent) of the City of San Gabriel’s population than the County overall (10.9 percent). Table 5.26.4 also shows that elderly residents comprise between approximately 9 and 20 percent of the population in the 11 census tracts in San Gabriel, and that 8 of the 11 census tracts in the City have a higher percentage of elderly residents than the County overall.

### 5.26.3.4 Household Size

Table 5.26.4 shows the average household size in the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2010 Census data). As shown in Table 5.26.4, the average household size in the City of San Gabriel (3.13 persons) is slightly larger than the County overall (2.98 persons). Table 5.26.4 also shows that the average household size in the 11 census tracts in San Gabriel ranges from 2.55 to 3.84 persons per household, and that 6 of the 11 census tracts in the City have a larger average household size than the County overall.

### 5.26.3.5 Transit Dependency

Table 5.26.4 shows the percentage of the population that is transit-dependent in the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2007–2011 ACS data). As shown in Table 5.26.4, the transit-dependent population comprises a larger share (27.8 percent) of the City of San Gabriel’s population than the County overall (25.2 percent). Table 5.26.4 also shows that the transit-dependent population in the 11 census tracts in San Gabriel ranges from approximately 8 to 39 percent of the population, and that 5 of the 11 census tracts in the City have a higher percentage of transit-dependent residents than the County overall.

### 5.26.3.6 Housing Tenure

Table 5.26.4 also shows the percentages of the populations in the County, the City of San Gabriel, and the 11 census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.26.4, long-term residents comprise a slightly larger share (44.2 percent) of the City of San Gabriel’s population than the County overall (39.6 percent). Table 5.26.4 also shows that the percentage of long-term residents in the 11 census tracts in the City of San Gabriel ranges from approximately 20 to 57 percent of the population, and that 9 of the 11 census tracts in the City have a higher percentage of long-term residents than the County overall.

### 5.26.3.7 Summary

As shown in Table 5.26.4 and described above, the City of San Gabriel has a higher percentage of racial minorities, owner-occupied residences, elderly residents, transit-dependent residents, long-term residents, and a larger average household size than the County overall. Further, Table 5.26.4 shows that each of the 11 census tracts in San Gabriel exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, 9 of the 11 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of San Gabriel appears to exhibit a high degree of community cohesion.

## 5.26.4 Economic Conditions

### 5.26.4.1 Business Sector

Table 5.26.5 shows employment percentages by economic sectors for the City of San Gabriel and the County. As shown in Table 5.26.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of San Gabriel (21.9 percent). Food Services, Lodging, Arts, Entertainment, Recreation (13.7 percent) is the second largest industry sector in the City of San Gabriel.

### 5.26.4.2 Employment and Income

Table 5.26.6 provides information regarding the civilian labor force in the City of San Gabriel, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.26.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 19,200

TABLE 5.26.5:

**San Gabriel Employment by Economic Sector**

Economic Sector	Los Angeles County	City of San Gabriel
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.6%
Construction	6.0%	4.0%
Manufacturing	11.2%	10.3%
Wholesale Trade	3.7%	5.1%
Retail Trade	10.6%	10.9%
Transportation, Warehousing, and Utilities	5.2%	5.5%
Information	4.4%	1.9%
Finance and Insurance	6.7%	7.3%
Professional and Technical Services	12.1%	10.7%
Education, Health, and Social Services	20.2%	21.9%
Public Administration	3.4%	4.1%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	13.7%
Other	6.1%	4.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

TABLE 5.26.6:

**San Gabriel Employment**

Employment Status	City of San Gabriel	Los Angeles County	State of California
Civilian Labor Force	21,000	4,996,600	18,655,700
Employed	19,200	4,486,400	17,005,900
Unemployed	1,800	510,200	1,649,900
Unemployment Rate	8.6%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

persons employed in the civilian labor force in the City, and 1,800 persons (approximately 8.4 percent) were unemployed. The City of San Gabriel’s unemployment rate is lower than those of both the County (10.2 percent) and State (8.8 percent).

Table 5.26.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of San Gabriel, and the 11 census tracts in San Gabriel (based on 2007–2011 ACS data). As shown in Table 5.26.7, the City of San Gabriel’s median household income (\$57,666) is higher than the County overall (\$56,266). Table 5.26.7 also shows that the median household income in the 11 census tracts in the City of San Gabriel ranges from approximately \$44,965 to \$126,780, and that 5 of the 11 census tracts in the City have a lower median household income than the County.

Table 5.26.7 also shows that persons living below the poverty level comprise a smaller share (13.2 percent) of the City of San Gabriel’s population than the County overall (16.3 percent). Table 5.26.7 also shows that the percentage of persons living below the poverty level in the 11 census tracts in the City of San Gabriel ranges from approximately 1 to 22 percent of the population, and that 3 of the 11 census tracts in the City have a higher percentage of persons living below the poverty level than the County overall.

TABLE 5.26.7:  
**San Gabriel Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of San Gabriel	\$57,666	13.2%
<b>Census Tracts in the City of San Gabriel</b>		
4800.02 <sup>3</sup>	\$126,780	0.9%
4801.02 <sup>3</sup>	\$78,875	7.9%
4802.01	\$105,114	0.7%
4802.02	\$114,811	4.1%
4811.01	<b>\$52,788</b>	14.1%
4811.02	<b>\$49,191</b>	<b>21.8%</b>
4811.03	\$58,603	10.6%
4812.02 <sup>3</sup>	\$58,375	10.5%
4814.01	<b>\$46,458</b>	<b>17.8%</b>
4814.02	<b>\$56,202</b>	13.4%
4823.01	<b>\$44,965</b>	<b>18.5%</b>

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tract includes multiple jurisdictions.

### 5.26.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of San Gabriel had 10,991 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of San Gabriel includes four main business districts: (1) the Mission District (general area surrounding Mission Drive and Santa Anita Avenue); (2) the Las Tunas Drive Corridor (entire length within the City); (3) the San Gabriel Boulevard Corridor (between Las Tunas Drive and the southern border of the City); and (4) the Valley Boulevard Corridor (entire length within the City). All four of these business districts are within 0.5 mile (mi) of the project’s Build Alternatives.

### 5.26.4.4 Property Tax

The base property tax rate in the City of San Gabriel is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of San Gabriel, the average additional debt service is 0.30 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of San Gabriel totaled approximately \$4.0 million,<sup>2</sup> with a total assessed value of \$4.1 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 9.7 percent<sup>4</sup> of the 1.0 percent property tax collected is retained by the City of San Gabriel General Fund.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

### 5.26.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of San Gabriel is 9.0 percent, 0.75 percent of which is allocated to the City of San Gabriel for public services.<sup>1</sup> The City of San Gabriel’s 1,331 permitted sales tax-producing businesses<sup>2</sup> generated approximately \$323.8 million in taxable sales in 2011.<sup>3</sup> The City of San Gabriel’s average total taxable sales revenue per permit in 2011 was \$243,283, approximately \$1,825 of which would be distributed to the General Fund (0.75 percent). Table 5.26.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of San Gabriel in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.26.8:  
**Taxable Sales in the City of San Gabriel by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	33	– <sup>1</sup>	– <sup>1</sup>
Home Furnishings and Appliances	76	\$14,006	\$184,295
Building Material and Garden Equipment	24	\$14,131	\$588,797
Food and Beverage Stores	48	\$14,503	\$302,148
Gasoline Stations	11	\$59,406	\$5,400,506
Clothing and Accessories Stores	101	\$44,753	\$443,100
General Merchandise Stores	31	\$680	\$21,948
Food Services and Drinking Places	190	\$77,886	\$409,924
Other Retail Group	423	\$48,325	\$114,243
<b>Total Retail and Food Services</b>	<b>937</b>	<b>\$273,690</b>	<b>–</b>
<b>Average Taxable Sales/Permit for Retail and Food Services</b>	<b>–</b>	<b>–</b>	<b>\$292,092</b>
All Other Outlets	394	\$50,120	\$127,207
<b>Total All Outlets</b>	<b>1,331</b>	<b>\$323,810</b>	<b>–</b>
<b>Average Taxable Sales/Permit for All Outlets</b>	<b>–</b>	<b>–</b>	<b>\$243,283</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>1</sup> Sales omitted because their publication would result in the disclosure of confidential information. Sales provided in “other retail group.” Retail total may not add up due to rounding.

### 5.26.4.6 Existing Access

The major east-west arterials in the City of San Gabriel include: Longden Drive, Las Tunas Drive, Mission Road, and Valley Boulevard. The major north-south arterials in the City of San Gabriel include: New Avenue, Mission Drive, Ramona Street, San Marino Avenue, Del Mar Avenue, and San Gabriel Boulevard. Residents of San Gabriel have access to I-10 in the southern portion of the City via the New Avenue, Del Mar Avenue, and San Gabriel Boulevard interchanges.

## 5.26.5 Community Services, Facilities, and Utilities

### 5.26.5.1 Police, Fire, and Library Facilities

#### Police Protection

The City of San Gabriel is served by its own police department, the San Gabriel Police Department (SGPD). The SGPD operates out of the San Gabriel Police Station at 620 South Del Mar Avenue.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

Figure 5.26-4 shows the location of the San Gabriel Police Station in the City. The San Gabriel Police Station is within 0.5 mi of one or more of the project's Build Alternatives.

### Fire Protection

The San Gabriel Fire Department (SGFD) provides fire protection, urban search and rescue (US&R), paramedic ambulance service, paramedic assessment engines, fire prevention inspections, public education, emergency preparedness planning, fire investigation, code enforcement, Community Emergency Response Team (CERT) training, and other services based on community needs within the City of San Gabriel. Figure 5.26-4 shows the locations of the two fire stations staffed by the SGFD. One of these fire stations, Fire Station No. 51, located at 1303 South Del Mar Avenue, is within 0.5 mi of one or more of the project's Build Alternatives.

### Libraries

The City of San Gabriel is served by the San Gabriel Library located at 500 South Del Mar Avenue. Figure 5.26-4 shows the location of the San Gabriel Library in the City. The San Gabriel Library is within 0.5 mi of the project's Build Alternatives.

### Other Government Facilities

The City of San Gabriel also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. San Gabriel City Hall is located at 425 South Mission Drive. Figure 5.26-4 shows the location of San Gabriel City Hall in the City.<sup>1</sup> San Gabriel City Hall is within 0.5 mi of one or more of the project's Build Alternatives.

#### 5.26.5.2 Other Community Facilities

##### Hospitals

There is one hospital facility in the City of San Gabriel, and its location is shown on Figure 5.26-4. There are no hospital facilities in San Gabriel within 0.5 mi of the project's Build Alternatives.

##### Places of Worship

Places of worship offer additional community gathering areas in San Gabriel. Figure 5.26-4 shows the locations of known places of worship in San Gabriel.<sup>2</sup> Table 5.26.9 provides a list of the names and addresses of the known places of worship in the City of San Gabriel that are within 0.5 mi of the project's Build Alternatives.

##### Homeless Services and Shelters

There are two homeless service providers located in the City of San Gabriel; their locations are shown on Figure 5.26-4. There are no homeless service providers in San Gabriel within 0.5 mi of the project's Build Alternatives.

<sup>1</sup> Additional government facilities are located throughout San Gabriel; however, only major facilities such as courthouses and key government office buildings are shown.

<sup>2</sup> Additional places of worship are believed to be located throughout San Gabriel; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

TABLE 5.26.9:  
**Places of Worship in San Gabriel Within 0.5 Mile of Build Alternatives**

Name	Address
Gideon Foursquare Church	264 East Mission Road
Mission San Gabriel Arcangel	470 South Mission Drive
Saint Anthony's Catholic Church	668 East Marshall Street
Saint Sava Serbian Orthodox Church	1690 South San Gabriel Boulevard
Unity Church of San Gabriel	673 Agostino Road

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

### 5.26.5.3 Schools

#### Public Schools

The San Gabriel Unified School District (SGUSD) and Garvey School District (GSD) provide educational services to the residents who live in the City of San Gabriel. Figure 5.26-5 shows the locations of the public schools in the City. Table 5.26.10 provides a list of the names, addresses, and operators of the public schools in the City of San Gabriel that are within 0.5 mi of the project's Build Alternatives, and also provides information about the grades taught at each of those public schools.

TABLE 5.26.10:  
**Public Schools in San Gabriel Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Del Mar High School	312 South Del Mar Avenue	SGUSD	K-5th
Dewey Elementary School	525 Dewey Avenue	GSD	K-6th
Gabrielino High School	1440 Lafayette Street	SGUSD	10th-12th
McKinley Elementary School	1425 Manley Drive	SGUSD	K-5th

Source 1: San Gabriel Unified School District, Axiom Accountability Report Cards- Del Mar High School, <http://www.axiomadvisors.net/livesarc/presentation/sarcindex.aspx?DistrictID=1975291>, accessed July 29, 2013.

Source 2: Garvey School District, Schools, <http://garvey.sharpschool.net/cms/One.aspx?portalId=51971&pageId=104064>, accessed September 20, 2013.

Source 3: San Gabriel Unified School District, Axiom Accountability Report Cards-Gabrielino High School, <http://www.axiomadvisors.net/livesarc/presentation/sarcindex.aspx?DistrictID=1975291>, accessed July 29, 2013.

Source 4: San Gabriel Unified School District, McKinley Elementary School-Dynamic 2013-14 Report, <http://www.axiomadvisors.net/LiveSARC/Presentation/MainPortal.aspx?CDS=197529160>, accessed July 29, 2013.

GSD = Garvey School District

K = Kindergarten

SGUSD = San Gabriel Unified School District

#### Private Schools

The City of San Gabriel has several private elementary and high schools. Figure 5.26-5 shows the locations of these private schools in the City. Table 5.26.11 provides a list of the names, addresses, and operators of the private schools in the City of San Gabriel that are within 0.5 mi of the project's Build Alternatives, and also provides information about the grades taught at each of those private schools.



TABLE 5.26.11:  
**Private Schools in San Gabriel Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Child's World School	1540 Manley Drive	Private	K
Saint Anthony	1905 South San Gabriel Boulevard	Private	Pre-K – 8th
San Gabriel Mission Elementary	416 South Mission Drive	Private	Pre-K – 8th
San Gabriel Mission High	254 South Santa Anita Street	Private	9th–12th

Source: Department of Education, Private Schools, 2013.  
 K = Kindergarten

#### 5.26.5.4 Parks, Community Centers, and Recreation Facilities

The City of San Gabriel operates and maintains five parks and two recreation centers. In addition, various private entities and other government agencies operate and maintain community centers and recreation facilities in the community that are used by San Gabriel residents. Figure 5.26-5 shows the locations of the parks, community centers, and recreational facilities in San Gabriel. Table 5.26.12 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of San Gabriel that are within 0.5 mi of the project's Build Alternatives, and also provides information about the size and amenities of those parks, community centers, or recreational facilities.

TABLE 5.26.12:  
**Parks, Community Centers, and Recreation Facilities in San Gabriel Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Asian Youth Center <sup>1</sup>	100 West Clary Avenue	Privately Operated	–	The center provides social services, educational instruction, after-school and summer programs for youths and families that live in the community. The center has a pool table and a gymnasium for recreational activities.
Marshall Park <sup>2</sup>	1817 South Jackson Avenue	City of San Gabriel	2.0+	The park, which is located at the former Marshall School site, will include a walking/jogging path, multi-purpose areas with game courts, synthetic turf and grass areas, playgrounds with shade structures, covered picnic areas, outdoor fitness equipment, seating areas, restrooms and security lighting. Construction is expected to begin in late 2013 and continue through July 2014.
Plaza Park <sup>3</sup>	428 South Mission Drive	City of San Gabriel	0.7	This beautiful tree-lined park provides a tranquil vista of the historic San Gabriel Mission.
Smith Park <sup>4</sup>	232 West Broadway	City of San Gabriel	6.1	The park provides a Tiny Tot Playground (ages 6 years and under), children's playground (ages 7 years and older), lighted basketball court, two lighted tennis courts, four lighted handball courts, three picnic areas, and an outdoor pool.
Vincent Lugo Park <sup>5</sup>	Wells and Ramona Streets	City of San Gabriel	11.3	The park includes a dry riverbed designed to drain to Alhambra Wash, added pedestrian lighting, multipurpose trails along the wash and throughout the park, native landscaping, an athletic field/open space, an outdoor classroom, vehicular and pedestrian bridges, and preservation of La Laguna de San Gabriel.

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

<sup>1</sup> Asian Youth Center, About Us, [http://www.asianyouthcenter.org/about\\_us.html](http://www.asianyouthcenter.org/about_us.html), accessed July 29, 2013.

<sup>2</sup> City of San Gabriel, Marshall Community Park, <http://www.sangabrielcity.com/index.aspx?nid=844>, accessed November 14, 2013.

<sup>3</sup> City of San Gabriel, Plaza Park, <http://sangabrielcity.com/index.aspx?NID=540>, accessed April 19, 2013.

<sup>4</sup> City of San Gabriel, Smith Park, <http://sangabrielcity.com/index.aspx?NID=544>, accessed April 19, 2013.

<sup>5</sup> City of San Gabriel, Vincent Lugo Park, <http://sangabrielcity.com/index.aspx?NID=545>, accessed April 19, 2013.

#### 5.26.5.5 Bikeways and Recreational Trails

The City of San Gabriel has one Class III (unstriped, on-street) bikeway on Junipero Serra Drive (between Mission Road and South San Marino Avenue). The location of this bikeway is shown on Figure 5.26-5. The Class III bikeway on Junipero Serra Drive is within 0.5 mi of the project's Build Alternatives.

#### 5.26.5.6 Transit Services

Within the City of San Gabriel, public transportation services are provided by Metro and Montebello Bus Lines. Table 5.26.13 provides a list of the existing bus routes within the City of San Gabriel, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

#### 5.26.5.7 Utilities

Table 5.26.14 provides a list of the utility service providers in the City of San Gabriel.

**TABLE 5.26.13:**  
**Existing Bus Service in San Gabriel**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
78	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	10-20	16-40
176	Metro	Local	E-W	Mon.–Fri. <sup>2</sup>	Pasadena Avenue, Mission Street, Garfield Avenue, Main Street, Mission Drive, Garvey Avenue, Rosemead Boulevard, Valley Boulevard	<ul style="list-style-type: none"> <li>• Highland Park</li> <li>• LA County Social Services</li> <li>• San Gabriel Mission</li> <li>• El Monte Station</li> <li>• The Shops at Montebello</li> </ul>	30	45
378	Metro	Local/Limited	E-W	Mon.–Fri. <sup>3</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	18-23	–
487	Metro	Express	E-W	Mon.–Sun. <sup>1</sup>	Santa Anita Avenue, Sierra Madre Boulevard, San Gabriel Boulevard, Wilshire Boulevard, New Avenue/South Ramona Street	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> <li>• El Monte Station</li> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Mission and Broadway Park &amp; Ride Lot</li> </ul>	18-30	45
489	Metro	Express	E-W	Mon.–Fri. <sup>1</sup>	Valley Boulevard, Rosemead Boulevard, Wilshire Boulevard	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> </ul>	18-20	–
20	MBL	Local	N-S	Mon.–Sun. <sup>4</sup>	Greenwood, Montebello Boulevard, San Gabriel Boulevard	<ul style="list-style-type: none"> <li>• The Shops at Montebello</li> <li>• Montebello Metrolink Station</li> </ul>	15-30	15-30

Source 1: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Montebello Bus Lines, Montebello Bus Lines Schedules, <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective December 16, 2012.

<sup>4</sup> Schedule as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sun. = Sunday

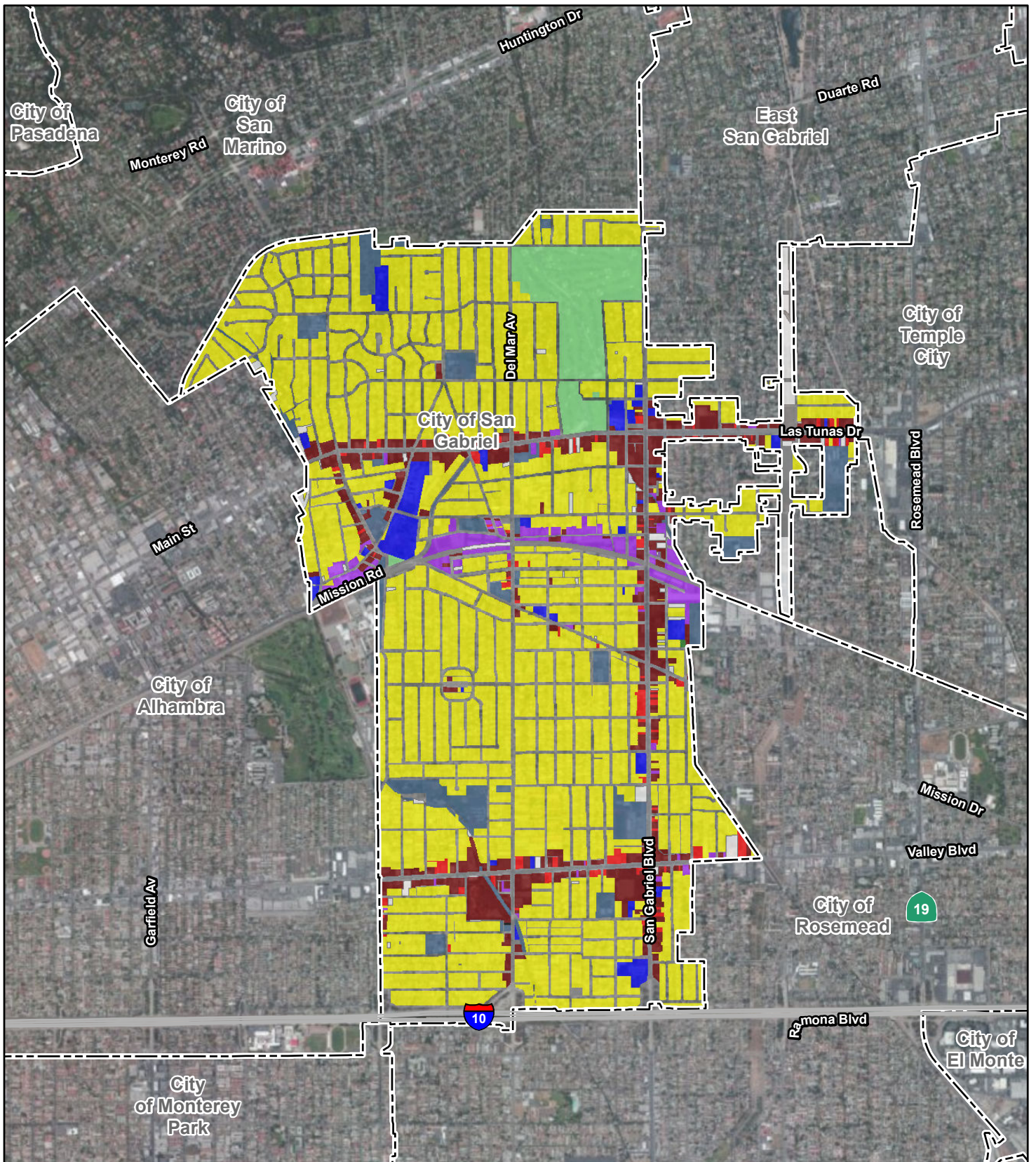
USC = University of Southern California

W = West

TABLE 5.26.14:  
**San Gabriel Utility Service Providers**

Service	Provider
Cable/TV	Charter Communications
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	City of San Gabriel Public Works Department
Solid Waste	Athens Disposal
Telephone	AT&T
	SBC
Water	San Gabriel County Water District
	California American Water Company
	Sunnyslope Water Company
	San Gabriel Valley Water Company
	Southern California Water Company

Source: City of San Gabriel, Utilities, <http://www.sangabrielcity.com/index.aspx?nid=328>, accessed November 8, 2013.



LEGEND

- |  |                                     |   |
|--|-------------------------------------|---|
| [Dashed Line] City Boundary            | [Purple] Industrial                 | [Dark Purple] Mining and Extraction     |
| [Yellow] Existing Land Use Residential | [Blue] Institutional                | [Light Green] Open Space and Recreation |
| [Brown] Commercial and Services        | [Dark Blue] Public                  | [Black] Other                           |
| [Red] Mixed Commercial                 | [Grey] Transportation and Utilities | [White] Vacant                          |
|  | [Green] Agricultural                |   |

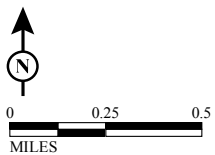
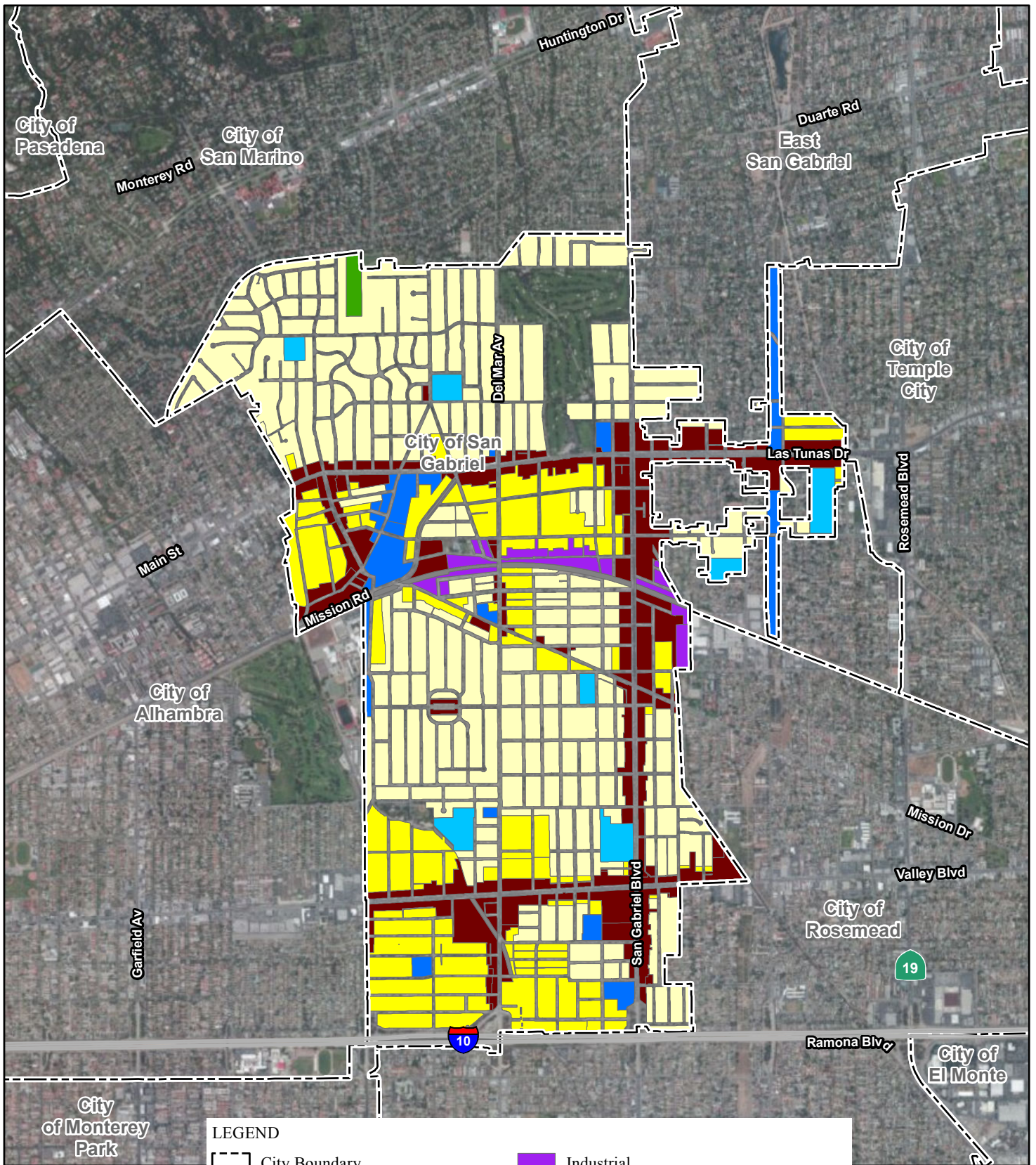


FIGURE 5.26-1

SR 710 North Study  
 San Gabriel  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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**LEGEND**

City Boundary

General Plan Land Use

Single Family Residential

Multi-Family Residential

Commercial/Office

Mixed Commercial and Industrial

Industrial

Educational Institutions

Public Facilities

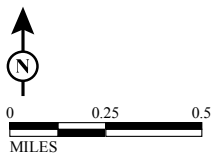
Mixed Urban

Local Parks, Open Space, and Recreation

Cemeteries

Transportation

FIGURE 5.26-2



SOURCE: Bing (circa 2011); LA County (2013); SCAG (2008)  
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SR 710 North Study  
 San Gabriel  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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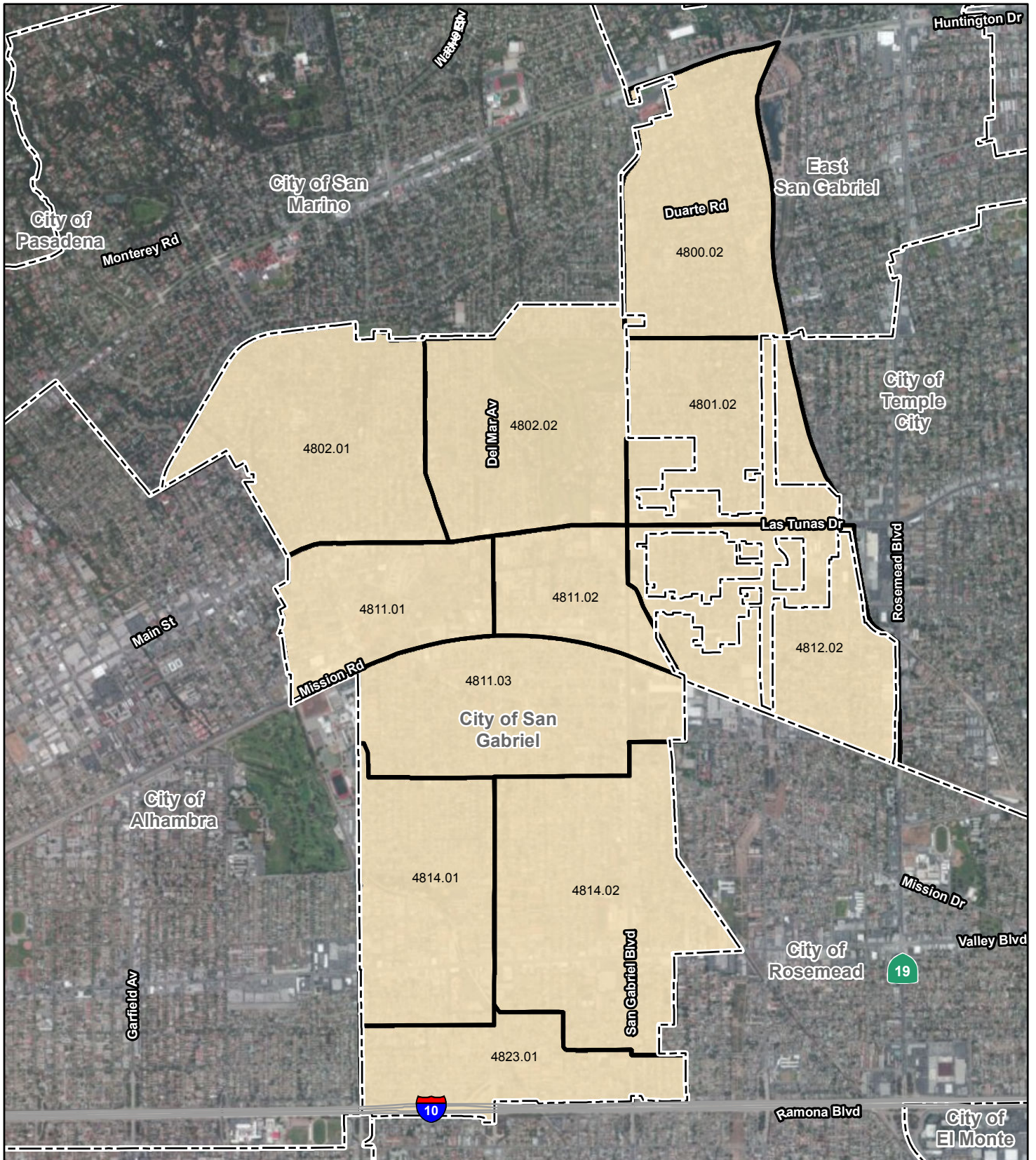


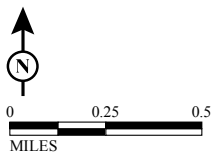


FIGURE 5.26-3

LEGEND

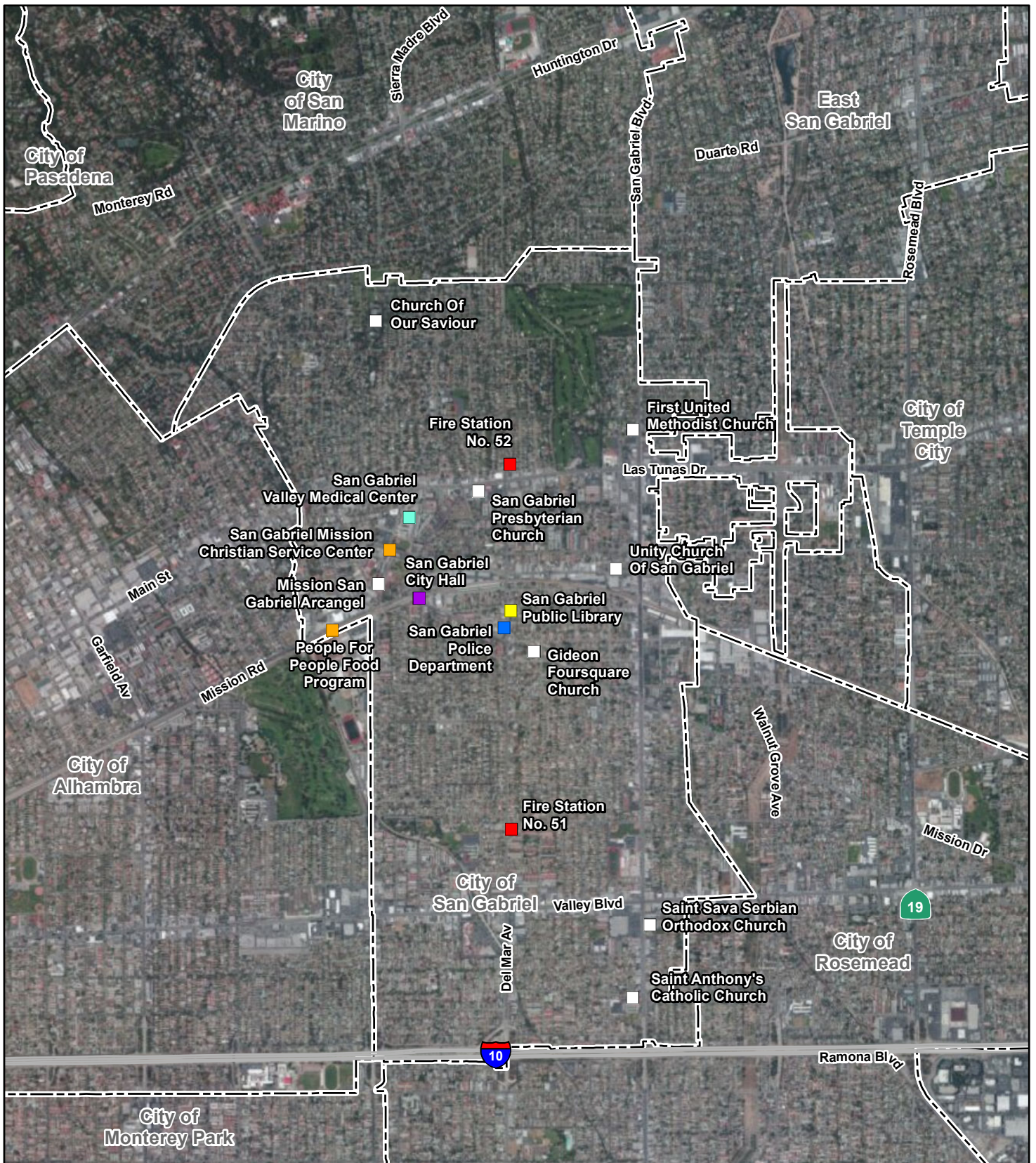
-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
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SR 710 North Study  
 San Gabriel Census Tract Boundaries  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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LEGEND

- |   |   |
|---|---|
| <span style="color: blue;">■</span> Police                        | <span style="color: cyan;">■</span> Hospital  |
| <span style="color: red;">■</span> Fire Station                   | <span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Place of Worship |
| <span style="color: yellow;">■</span> Library                     | <span style="color: orange;">■</span> Homeless Service  |
| <span style="color: purple;">■</span> Other Government Facilities | <span style="border: 2px dashed black; display: inline-block; width: 15px; height: 10px;"></span> City Boundary   |

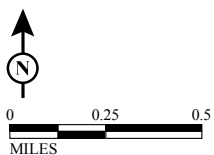


FIGURE 5.26-4

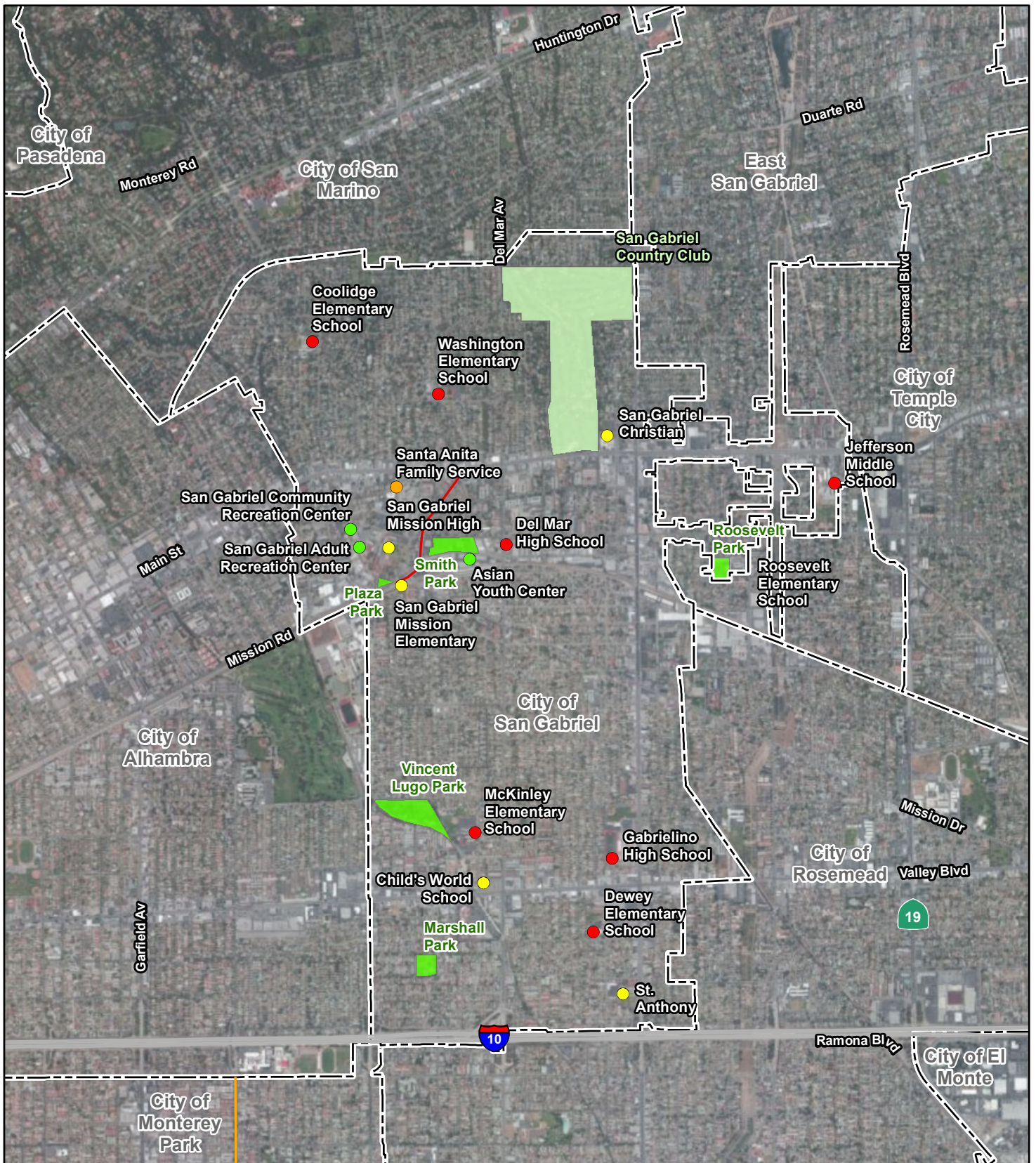
SR 710 North Study  
San Gabriel Community Services  
and Facilities

07-LA-710 (SR 710)  
EA 187900  
EFIS 0700000191

SOURCE: Microsoft (5/2010); LA County (2013)

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LEGEND

- Public School
- Private School
- Community Center
- Recreation Facility
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary

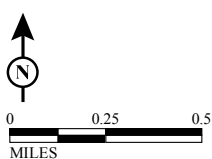


FIGURE 5.26-5

*SR 710 North Study*  
**San Gabriel Schools, Parks,  
 and Recreation Facilities**  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 070000191

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## 5.27 San Marino

### 5.27.1 Introduction

#### 5.27.1.1 Location

The City of San Marino is located in the north-central part of the study area for the SR 710 North Study, and is bordered by the City of Pasadena and the unincorporated community of San Pasqual to the north, the unincorporated community of East San Gabriel to the east, the Cities of San Gabriel and Alhambra to the south, and the City of South Pasadena to the west. The City of San Marino is approximately 3.8 sq mi in size and is located approximately 1 mi south of I-210 and approximately 3 mi north of I-10. Figure 5.1-1, provided earlier, illustrates the location of the City of San Marino within the study area for the SR 710 North Study.

#### 5.27.1.2 History

The City of San Marino is located in an area that was once inhabited by the Gabrielino Indians.<sup>1</sup> Their village was located where Huntington School is today. Principal portions of San Marino were once part of the Mexican land grant of Rancho Santa Anita, which was given to Hugo Reid and his wife, a Gabrielino woman named Señora Victoria Reid, in 1830. Prior to the grant, the area was part of the San Gabriel Mission. In 1852, Señora Victoria Reid deeded her ranch to Don Benito Wilson. Later, Wilson deeded the main portion to J. de Barth Shorb. The Shorb Estate, consisting of 600 ac of predominantly citrus trees, was known as the San Marino Ranch. Mr. Shorb named his California ranch after his grandfather's plantation in Maryland, which in turn had been named for the Republic of San Marino in southern Europe. In 1903, Henry E. Huntington purchased the Shorb Estate. Huntington envisioned the area surrounding his own estate (now The Huntington Library, Art Gallery, and Botanical Gardens) as a fine, single-family community. Residential development evolved from this vision in the decades to follow. San Marino was incorporated as a general law city in 1913, taking its name from that of the Shorb estate.

A prominent feature of San Marino during the first part of the 20<sup>th</sup> century was the Pacific Electric Railway. Its Sierra Madre line ran 17 mi from Los Angeles to Sierra Madre, serving San Marino at stops in between. In the early days, development of communities followed the electric railway system, which was heavily subsidized by developers to encourage access to the new communities they promoted. Increased auto use, combined with the withdrawal of developer subsidies for electric railways as development built out, resulted in the continuing decline of the Pacific Electric Railway. The railway was discontinued in 1961.

The development pattern that exists today in San Marino reflects this change in transportation mode, yet is consistent with the pattern that has existed since its inception. Huntington Drive and Sierra Madre Boulevard continue to be principal arterials within and through San Marino, although they are no longer rail routes. During the 1940s and 1950s, residential development continued in the eastern neighborhoods of the City. The City of San Marino was largely developed by the end of the 1950s.

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<sup>1</sup> City of San Marino General Plan 2003, [http://www.ci.san-marino.ca.us/pdf\\_forms/pnbforms/FinalGeneralPlan.pdf](http://www.ci.san-marino.ca.us/pdf_forms/pnbforms/FinalGeneralPlan.pdf), accessed July 25, 2013.

## 5.27.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of San Marino. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.27.2.1 Existing Land Uses

The existing land uses in the City of San Marino are illustrated on Figure 5.27-1. The acreage and percentage of existing land uses in the City of San Marino are shown in Table 5.27.1. Table 5.27.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.27.1:  
**San Marino Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	31.1	2
Industrial	2.1	0
Institutional	14.8	1
Mixed Commercial	2.6	0
Open Space and Recreation	2.8	0
Other	0.3	0
Public	315.9	17
Residential	1,508.8	80
Transportation and Utilities	4.5	0
Vacant	11.8	1
<b>Total</b>	<b>1,894.8</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.27.1, residential uses are the primary land use in the City of San Marino, comprising approximately 80 percent of the land within the City, followed by public uses (17 percent). As shown on Figure 5.27-1 and described in Table 5.27.1, 11.8 ac (1 percent) of the land in the City are vacant.

### 5.27.2.2 General Plan Land Uses

General Plan land use designations for the City of San Marino, which guide future development, are illustrated on Figure 5.27-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries, they sometimes differ from the jurisdiction’s existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the City of San Marino and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 11.8 ac of vacant land in San Marino, 10.8 ac are designated for single-family residential uses, 0.5 ac is designated for commercial/office uses, and 0.5 ac is designated for public facility uses.

### 5.27.2.3 Adopted Goals and Policies

The following excerpted goals from the City of San Marino General Plan are relevant to the SR 710 North Study.



### Circulation Element (1995)

- **Goal 4:** Provide a system of transportation thoroughfares which satisfies the travel demands of land uses in San Marino for the movement of people and goods in a balanced way, protecting the environment of the City.
- **Goal 6:** Reduce the speed and volume of traffic on all major and secondary streets.
- **Goal 9:** Support regional policies which will reduce the reliance upon the single-occupant automobile and eliminate unnecessary automobile trips, as well as reduce the need for parking.
- **Goal 10:** Support regional efforts to implement a comprehensive public transit program offering a range of alternatives to the automobile.
- **Goal 12:** Encourage the use of non-motorized transportation through the development of a system of pedestrian facilities (sidewalks) and bicycle routes with emphasis on safety and accessibility.
- **Goal 14:** Accommodate the needs of San Marino residents and businesses for the movement of goods between their homes and businesses and the regional transportation network in a manner that protects the residential quality of neighborhoods.

#### 5.27.2.4 Development Trends and Growth

In 1913, the City of San Marino became the 29th city to incorporate in Los Angeles County and currently encompasses an area of 3.8 sq mi. As of 2010,<sup>1</sup> the City of San Marino had 13,147 residents.

The City of San Marino is primarily a built-out community. While the City's General Plan Land Use Element (2003) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.27-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of San Marino decreased by 0.1 percent, from 12,959 to 12,945. Between 2000 and 2010, the City's population increased by 1.6 percent.<sup>2</sup> According to SCAG, the City's population is forecast to increase to 13,300 by 2035. Table 5.27.2 provides the growth projections (population, households, and employment) for the City of San Marino from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.27.2, the City of San Marino is projected to experience less population, household, and employment growth than the County overall over the next two decades.

<sup>1</sup> United States Census Bureau, 2010 Census data, San Marino, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_SF1\\_SF1DP1&prodType=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_SF1DP1&prodType=table), accessed July 25, 2013.

<sup>2</sup> Southern California Association of Governments City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed July 25, 2013.

TABLE 5.27.2:  
**San Marino Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of San Marino</b>				
Population	13,100	13,200	13,300	1.5%
Households	4,300	4,300	4,300	0.0%
Employment	4,800	5,000	5,300	10.4%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

### 5.27.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of San Marino and the two census tracts inside its boundaries (refer to Figure 5.27-3 for the locations of these census tracts).

#### 5.27.3.1 Race and Ethnicity

Table 5.27.3 shows the racial and ethnic composition of the County, the City of San Marino, and the two census tracts in the City of San Marino (based on 2010 Census data). As shown in Table 5.27.3, racial minorities comprise a considerably larger share (58.7 percent) of the City of San Marino's population than the County overall (49.7 percent). Asians comprise 53.5 percent of the population of the City, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the two census tracts in the City of San Marino vary somewhat, racial minorities account for approximately 51 to 69 percent of the population in those census tracts. In San Marino, both of the census tracts have a higher percentage of racial minorities than the County.

 TABLE 5.27.3:  
**San Marino Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of San Marino	41.3%	0.4%	0.0%	<b>53.5%</b>	0.0%	1.5%	<b>58.7%</b>
<b>Census Tracts in the City of San Marino</b>							
4641	49.4%	0.6%	0.1%	<b>44.6%</b>	0.0%	1.8%	<b>50.6%</b>
4642	31.5%	0.2%	0.0%	<b>64.4%</b>	0.0%	1.2%	<b>68.5%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

Table 5.27.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of San Marino, and the two census tracts in San Marino (based on 2010 Census data). As shown in Table 5.27.4, Hispanics/Latinos comprise a smaller share (6.5 percent) of the City of San Marino’s population than the County overall (47.7 percent). Table 5.27.4 also shows that Hispanics/Latinos comprise between approximately 5 and 8 percent of the population in the two census tracts in San Marino. Neither of the two census tracts in San Marino has a higher percentage of Hispanics/Latinos than the County.

TABLE 5.27.4:  
**San Marino Community Cohesion Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of San Marino	<b>58.7%</b>	6.5%	<b>91.4%</b>	<b>17.6%</b>	<b>3.02</b>	4.8%	<b>60.6%</b>
<b>Census Tracts in the City of San Marino</b>							
4641	<b>50.6%</b>	7.8%	<b>92.4%</b>	<b>17.9%</b>	<b>3.01</b>	1.5%	<b>64.1%</b>
4642	<b>68.5%</b>	4.9%	<b>90.3%</b>	<b>17.2%</b>	<b>3.02</b>	8.4%	<b>56.4%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

ACS = American Community Survey

### 5.27.3.2 Housing Occupancy

Table 5.27.4 provides the percentage of owner-occupied residences in the County, the City of San Marino, and the two census tracts in San Marino (based on 2010 Census data). As shown in Table 5.27.4, the percentage of owner-occupied residences in the City of San Marino (91.4 percent) is considerably higher than the County overall (47.7 percent). Table 5.27.4 also shows that between approximately 90 and 92 percent of the residences in the two census tracts in San Marino are owner-occupied, and that both census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

### 5.27.3.3 Elderly Residents

Table 5.27.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of San Marino, and the two census tracts in San Marino (based on 2010 Census data). As shown in Table 5.27.4, elderly residents comprise a larger share (17.6 percent) of the City of San Marino’s population than the County overall (10.9 percent). Table 5.27.4 also shows that elderly residents comprise approximately 17 percent of the population in each of the two census tracts in San Marino, and that both census tracts in the City have a higher percentage of elderly residents than the County overall.

#### 5.27.3.4 Household Size

Table 5.27.4 shows the average household size in the County, the City of San Marino, and the two census tracts in San Marino (based on 2010 Census data). As shown in Table 5.27.4, the average household size in the City of San Marino (3.02 persons) is slightly larger than the County overall (2.98 persons). Table 5.27.4 also shows that the average household size in the two census tracts in San Marino is approximately 3.02 persons per household, and that both census tracts in the City have a larger average household size than the County overall.

#### 5.27.3.5 Transit Dependency

Table 5.27.4 shows the percentage of the population that is transit-dependent in the County, the City of San Marino, and the two census tracts in San Marino (based on 2007–2011 ACS data). As shown in Table 5.27.4, the transit-dependent population comprises a smaller share (4.8 percent) of the City of San Marino’s population than the County overall (25.2 percent). Table 5.27.4 also shows that the transit-dependent population in the two census tracts in San Marino ranges from approximately 2 to 8 percent of the population, and that the two census tracts in the City have a lower percentage of transit-dependent residents than the County overall.

#### 5.27.3.6 Housing Tenure

Table 5.27.4 also shows the percentages of the populations in the County, the City of San Marino, and the two census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.27.4, long-term residents comprise a considerably larger share (60.6 percent) of the City of San Marino’s population than the County overall (39.6 percent). Table 5.27.4 also shows that the percentage of long-term residents in the two census tracts in the City of San Marino ranges from approximately 56 to 64 percent of the population, and that both census tracts in the City have a higher percentage of long-term residents than the County overall.

#### 5.27.3.7 Summary

As shown in Table 5.27.4 and described above, the City of San Marino has a higher percentage of racial minorities, owner-occupied residences, elderly residents, long-term residents, and a larger household size than the County overall. Further, Table 5.27.4 shows that both of the census tracts in San Marino exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, both census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of San Marino appears to exhibit a high degree of community cohesion.

### 5.27.4 Economic Conditions

#### 5.27.4.1 Business Sector

Table 5.27.5 shows employment percentages by economic sectors for the City of San Marino and the County. As shown in Table 5.27.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising approximately 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of San Marino (25.8 percent), followed by Finance and Insurance (20.9 percent).

TABLE 5.27.5:  
**San Marino Employment by Economic Sector**

Economic Sector	Los Angeles County	City of San Marino
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.0%
Construction	6.0%	1.5%
Manufacturing	11.2%	10.2%
Wholesale Trade	3.7%	6.7%
Retail Trade	10.6%	5.4%
Transportation, Warehousing, and Utilities	5.2%	1.0%
Information	4.4%	2.5%
Finance and Insurance	6.7%	20.9%
Professional and Technical Services	12.1%	17.8%
Education, Health, and Social Services	20.2%	25.8%
Public Administration	3.4%	3.0%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	3.3%
Other	6.1%	2.0%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

#### 5.27.4.2 Employment and Income

Table 5.27.6 provides information regarding the civilian labor force in the City of San Marino, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.27.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 6,100 persons employed in the civilian labor force in the City, and 300 persons (approximately 4.6 percent) were unemployed. The City of San Marino’s unemployment rate is lower than those of both the County (10.2 percent) and the State (8.8 percent).

TABLE 5.27.6:  
**San Marino Employment**

Employment Status	City of San Marino	Los Angeles County	State of California
Civilian Labor Force	6,300	4,996,600	18,655,700
Employed	6,100	4,486,400	17,005,900
Unemployed	300	510,200	1,649,900
Unemployment Rate	4.6%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

Table 5.27.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of San Marino, and the two census tracts in San Marino (based on 2007–2011 ACS data). As shown in Table 5.27.7, the City of San Marino’s median household income (\$154,318) is considerably higher than the County overall (\$56,266). Table 5.27.7 also shows that the median household income in the two census tracts in the City of San Marino ranges from approximately \$131,066 to \$174,265, and that both of the census tracts in the City have a higher median household income than the County.

TABLE 5.27.7:  
**San Marino Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of San Marino	\$154,318	3.4%
<b>Census Tracts in the City of San Marino</b>		
4641	\$174,265	2.5%
4642	\$131,066	4.5%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

Table 5.27.7 also shows that persons living below the poverty level comprise a smaller share (3.4 percent) of the City of San Marino’s population than the County overall (16.3 percent). Table 5.27.7 also shows that the percentage of persons living below the poverty level in the two census tracts in the City of San Marino ranges from 2.5 to 4.5 percent of the population, and that both of the census tracts in the City have a lower percentage of persons living below the poverty level than the County overall.

#### 5.27.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of San Marino had 3,108 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of San Marino includes three main business districts: (1) the East Huntington Drive Corridor (between Bedford Road and Del Mar Avenue); (2) the West Huntington Drive Corridor (between Granada Avenue and Old Mill Road); and (3) the Mission Street Corridor (between El Molino Avenue and the western border of the City). All three of these business districts are within 0.5 mi of the project’s Build Alternatives.

#### 5.27.4.4 Property Tax

The base property tax rate in the City of San Marino is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of San Marino, the average additional debt service is 0.10 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of San Marino totaled approximately \$10.9 million,<sup>2</sup> with a total assessed value of \$4.9 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.1 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of San Marino General Fund.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

### 5.27.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of San Marino is 9.0 percent, 0.75 percent of which is allocated to the City of San Marino for public services.<sup>1</sup> The City of San Marino’s 334 permitted sales tax-producing businesses<sup>2</sup> generated approximately \$34.1 million in taxable sales in 2011.<sup>3</sup> The City of San Marino’s average total taxable sales revenue per permit in 2011 was \$102,130, approximately \$766 of which would be distributed to the General Fund (0.75 percent). Table 5.27.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of San Marino in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

TABLE 5.27.8:  
**Taxable Sales in the City of San Marino by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	217	\$27,141	\$125,075
All Other Outlets	117	\$6,970	\$59,575
<b>Total All Outlets</b>	<b>334</b>	<b>\$34,112</b>	<b>\$102,130</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

### 5.27.4.6 Existing Access

The major east-west arterials in the City of San Marino include: California Boulevard, Monterey Road, and Huntington Drive. The major north-south arterials in the City of San Marino include: Sierra Madre Boulevard, Virginia Road, San Marino Avenue, San Gabriel Boulevard, and Del Mar Avenue. Residents of San Marino have access to I-210, located immediately north of the City, via the Sierra Madre Boulevard interchange.

## 5.27.5 Community Services, Facilities, and Utilities

### 5.27.5.1 Police, Fire, and Library Facilities

#### Police Protection

The City of San Marino is served by its own police department, the San Marino Police Department (SMPD). The SMPD operates out of the San Marino Police Station at 2200 Huntington Drive. Figure 5.27-4 shows the location of the San Marino Police Station in the City. The San Marino Police Station is within 0.5 mi of one or more of the project’s Build Alternatives. The San Marina Police Department and City Hall are located in the same place in the City.

#### Fire Protection

The San Marino Fire Department (SMFD) provides fire and emergency medical response, fire prevention, life safety inspections, community education, and emergency preparedness within the City of San Marino. The SMFD operates out of the San Marino Fire Station at 2200 Huntington Drive. Figure 5.27-4 shows the location of the San Marino Fire Station in the City. The San Marino Fire Station is within 0.5 mi of one or more of the project’s Build Alternatives.

<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

## Libraries

The City of San Marino is served by the Crowell Public Library located at 1890 Huntington Drive. Figure 5.27-4 shows the location of the Crowell Public Library in the City. The Crowell Public Library is within 0.5 mi of one or more of the project’s Build Alternatives.

## Other Government Facilities

The City of San Marino also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. San Marino City Hall is located at 2200 Huntington Drive. Figure 5.27-4 shows the location of San Marino City Hall in the City.<sup>1</sup> San Marino City Hall is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.27.5.2 Other Community Facilities

#### Hospitals

There are no hospital facilities in the City of San Marino.

#### Places of Worship

Places of worship offer additional community gathering areas in San Marino. Figure 5.27-4 shows the locations of known places of worship in San Marino.<sup>2</sup> Table 5.27.9 provides a list of the names and addresses of the known places of worship in the City of San Marino that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.27.9:  
**Places of Worship in San Marino Within 0.5 Mile of Build Alternatives**

Name	Address
Saint Edmund’s Episcopal Church	1175 South San Gabriel Boulevard
Saints Felicitas and Perpetua Church	1180 Palomar Road
San Marino Congregational Church	1434 Del Mar Avenue

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

## Homeless Services and Shelters

There are no homeless service providers in the City of San Marino.

### 5.27.5.3 Schools

#### Public Schools

The San Marino Unified School District (SMUSD) provides educational services to the residents who live in the City of San Marino. Figure 5.27-5 shows the locations of the public schools in the City. Table 5.27.10 provides a list of the names, addresses, and operators of the public schools in the

<sup>1</sup> Additional government facilities are located throughout San Marino; however, only major facilities such as courthouses and key government office buildings are shown.

<sup>2</sup> Additional places of worship are believed to be located throughout San Marino; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.



TABLE 5.27.10:  
**Public Schools in San Marino Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Carver Elementary School <sup>1</sup>	3100 Huntington Drive	SMUSD	K–5th
Huntington Middle School <sup>2</sup>	1700 Huntington Drive	SMUSD	6th–8th
San Marino High School <sup>3</sup>	2701 Huntington Drive	SMUSD	9th–12th
Valentine Elementary School <sup>4</sup>	1650 Huntington Drive	SMUSD	K–5th

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

<sup>1</sup> KL Carver Elementary School, About Carver, <https://sites.google.com/a/smusd.us/carver-school/home/welcome>, accessed July 26, 2013.

<sup>2</sup> Huntington Middle School, 2010-2011 Local School Accountability Report.

<sup>3</sup> San Marino High School, School Accountability Report Card 2010-2011.

<sup>4</sup> Valentine Elementary School, <http://www.valentineschool.org/>, accessed July 26, 2013.

K = Kindergarten

SMUSD = San Marino Unified School District

City of San Marino that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the grades taught at each of those public schools.

### Private Schools

The City of San Marino has one private elementary school and one private high school. Figure 5.27-5 shows the locations of these private schools in the City. Table 5.27.11 provides a list of the names, addresses, and operators of the private schools in the City of San Marino that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the grades taught at each of those private schools.

TABLE 5.27.11:  
**Private Schools in San Marino Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Grades
Saints Felicitas and Perpetua Elementary	2955 Huntington Drive	Private	K–9th
Southwestern Academy	2800 Monterey Road	Private	6th–12th

Source: California Department of Education, Private Schools, 2012-2013, <http://www.cde.ca.gov/re/sd/>, accessed September 2013.

K = Kindergarten

### 5.27.5.4 Parks, Community Centers, and Recreation Facilities

The City of San Marino operates and maintains one park, one community center, and one recreation center. In addition, the Huntington, a private nonprofit organization, operates the Huntington Library, Art Collections, and Botanical Gardens in San Marino. Figure 5.27-5 shows the locations of the parks, community centers, and recreational facilities in San Marino. Table 5.27.12 provides a list of the names, addresses, and operators of the public parks, community centers, and recreation facilities in the City of San Marino that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the size and amenities of each of those parks, community centers, or recreational facilities.

TABLE 5.27.12:

**Parks, Community Centers, and Recreation Facilities in San Marino Within 0.5 Mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Huntington Library, Art Collections, and Botanical Gardens	1151 Oxford Road	Privately Operated	207	The garden provides walking trails, various types of gardens, a pond, and open space areas.
Lacy Park	1485 Virginia Road	City of San Marino	30	The park provides a picnic area, two walking trails, tennis courts, and a rose garden.
San Marino Center	1800 Huntington Drive	City of San Marino	–	The center has a large banquet room, which can be divided into two separate rooms, and has a large stage area, a small meeting room, and an industrial kitchen.
San Marino Recreation Department (Stoneman School)	1560 Pasqualito Drive	City of San Marino	–	The recreation department provides before and after school programs, recreation classes, day care, and the site has a preschool.

Source 1: The Huntington Library web site, <http://www.huntington.org/huntingtonlibrary.aspx?id=494>, accessed April 19, 2013.

Source 2: The City of San Marino, Lacy Park web page, <http://www.ci.san-marino.ca.us/lacy.htm#information>, accessed November 14, 2013.

Source 3: The City of San Marino, Recreational Facilities web page, [http://www.ci.san-marino.ca.us/rec\\_facilities.htm#Recreation](http://www.ci.san-marino.ca.us/rec_facilities.htm#Recreation), accessed November 14, 2013.

### 5.27.5.5 Bikeways and Recreational Trails

The northern part of the City of San Marino has two short segments of Class III (unstriped, on-street) bikeways. The location of these bikeways is shown in Figure 5.27-5. There are no bikeways in the City of San Marino within 0.5 mi of the Build Alternatives.

### 5.27.5.6 Transit Services

Within the City of San Marino, public transportation services are provided by Metro and Montebello Bus Lines. Table 5.27.13 provides a list of the existing bus routes within the City of San Marino, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

### 5.27.5.7 Utilities

Table 5.27.14 provides a list of the utility service providers in the City of San Marino.

**TABLE 5.27.13:  
 Existing Bus Service in San Marino**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
79	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Huntington Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Westfield Santa Anita</li> <li>• Arcadia</li> </ul>	20-30	40-45
487	Metro	Express	E-W	Mon.–Sun. <sup>1</sup>	Santa Anita Avenue, Sierra Madre Boulevard, San Gabriel Boulevard, Wilshire Boulevard, New Avenue/South Ramona Street	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> <li>• El Monte Station</li> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Mission and Broadway Park &amp; Ride Lot</li> </ul>	18-30	45
489	Metro	Express	E-W	Mon.–Fri. <sup>1</sup>	Valley Boulevard, Rosemead Boulevard, Wilshire Boulevard	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> </ul>	18-20	-
30	MBL	Local	N-S	Mon.–Sun. <sup>2</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	45

Source 1: Metro, Maps and Time Tables, available at <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Montebello Bus Lines, Montebello Bus Lines Schedules, available at <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sun. = Sunday

USC = University of Southern California

W = West

**TABLE 5.27.14:  
 San Marino Utility Service Providers**

Service	Provider
Cable/TV	Time Warner Communications
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	City of San Marino Department of Public Works
Solid Waste	Athens Disposal
Telephone	AT&T
Water	California American Water Company

Source: City of San Marino, Services, <http://www.ci.san-marino.ca.us/>, accessed November 8, 2013.

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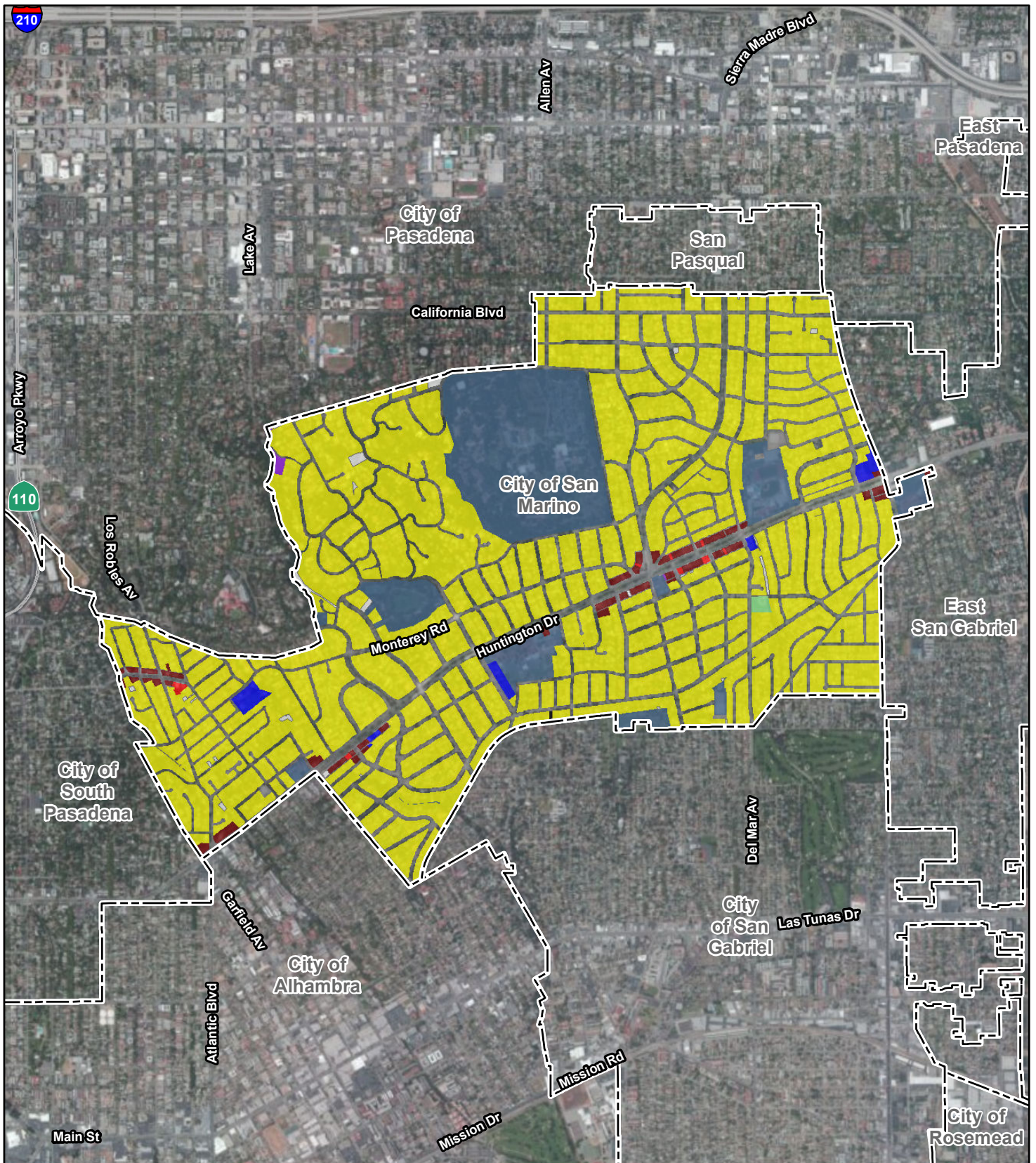
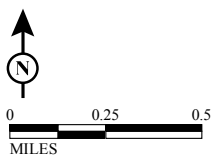


FIGURE 5.27-1

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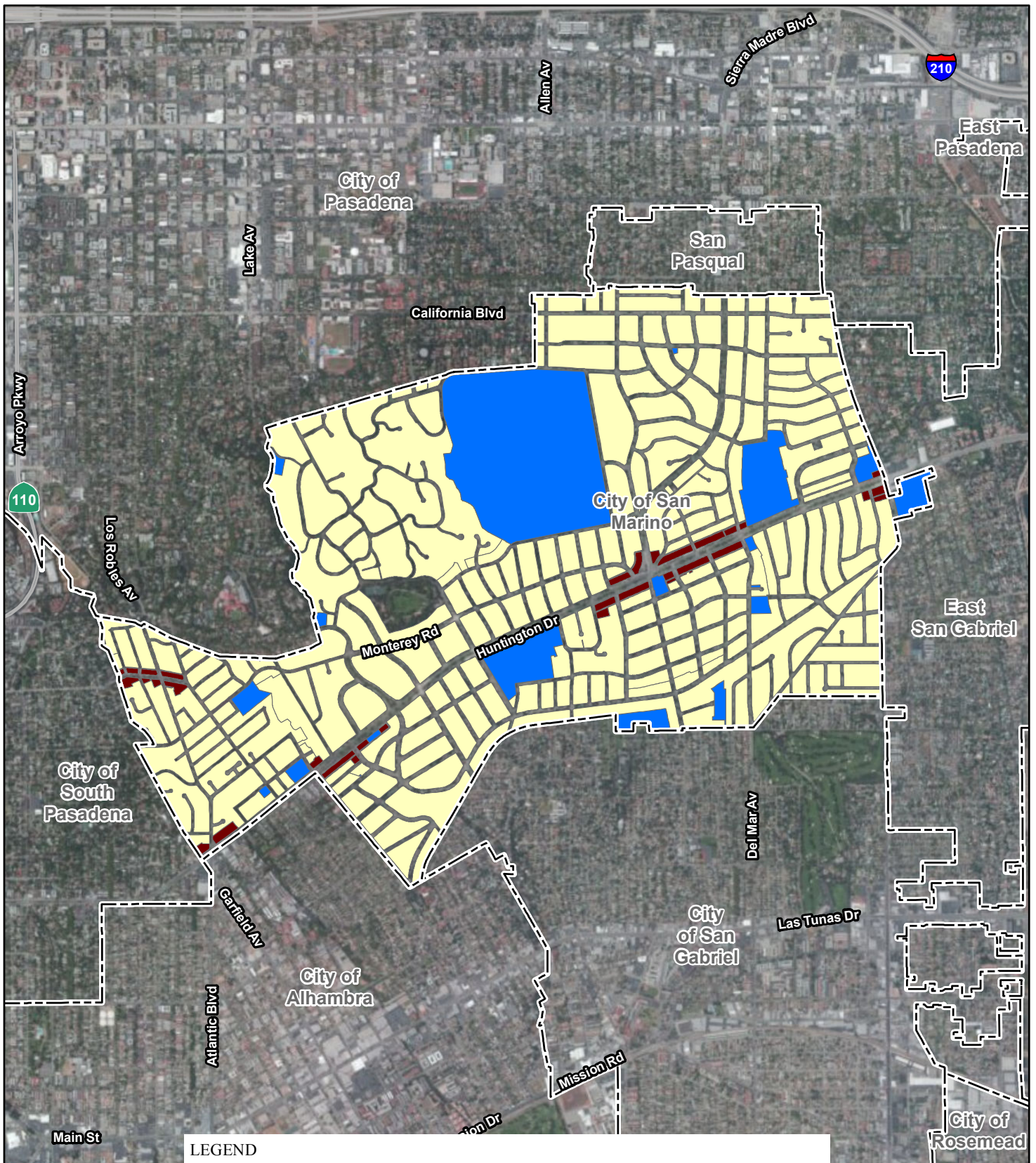
- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
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**LEGEND**

City Boundary

General Plan Land Use

Single Family Residential

Multi-Family Residential

Commercial/Office

Mixed Commercial and Industrial

Industrial

Educational Institutions

Public Facilities

Mixed Urban

Local Parks, Open Space, and Recreation

Cemeteries

Transportation

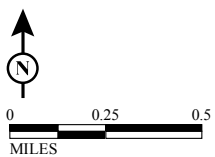


FIGURE 5.27-2

SR 710 North Study  
 San Marino  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
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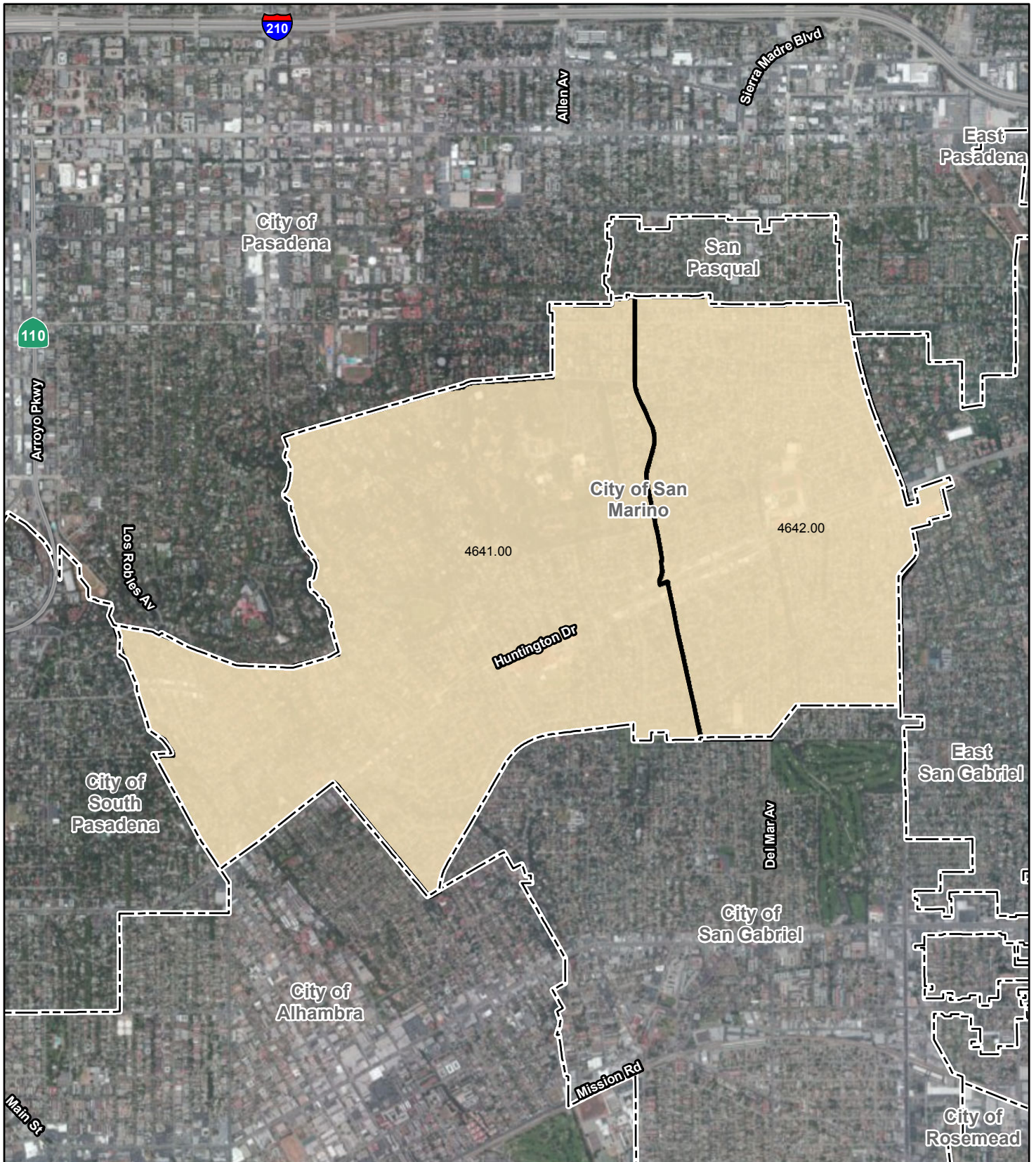


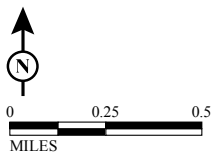


FIGURE 5.27-3

LEGEND

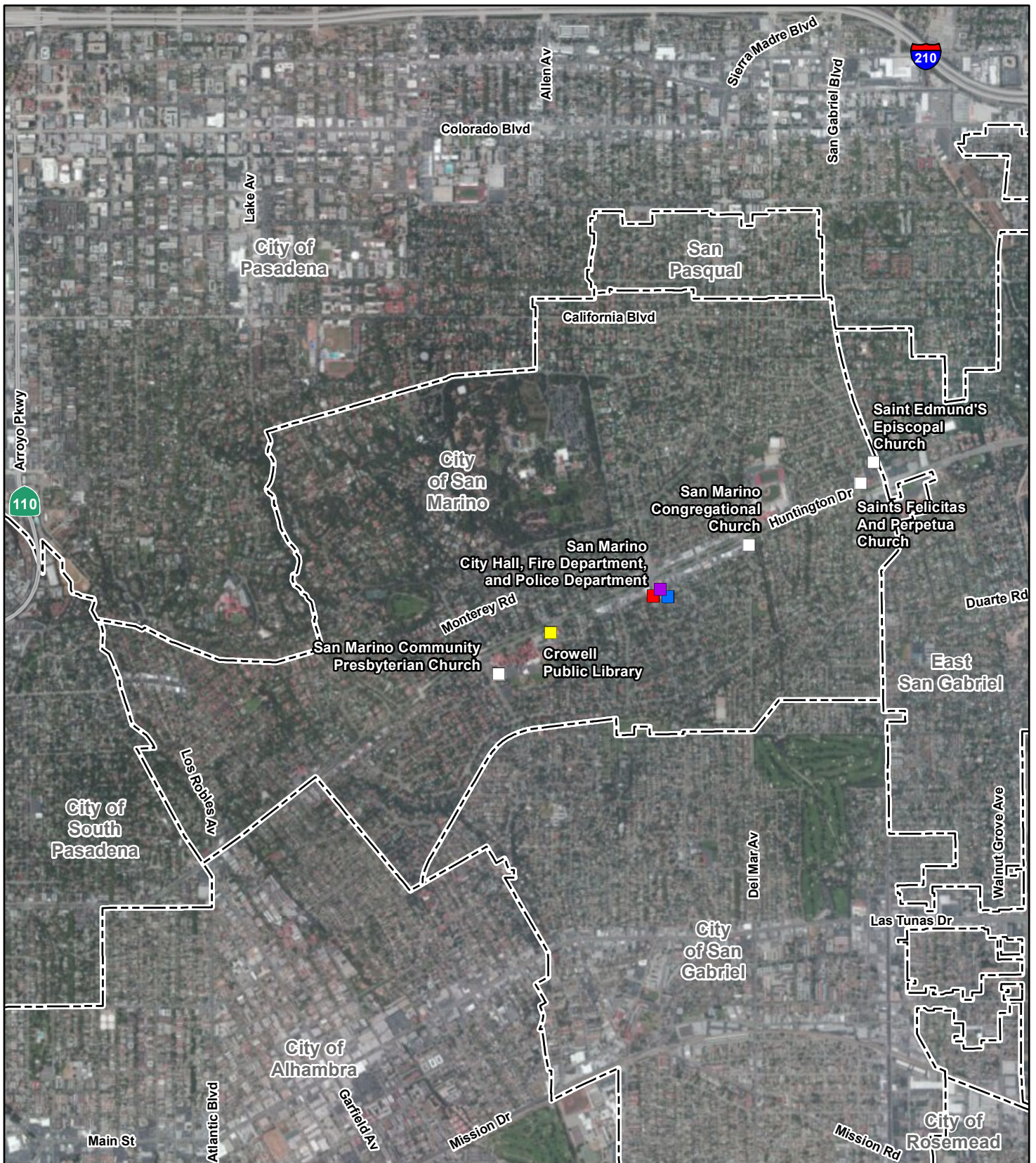
-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
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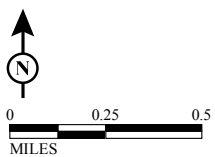
SR 710 North Study  
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LEGEND

- Police
- Fire Station
- Library
- Other Government Facilities
- City Boundary
- Place of Worship



SOURCE: Microsoft (5/2010); LA County (2013)

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FIGURE 5.27-4

SR 710 North Study  
San Marino Community Services  
and Facilities

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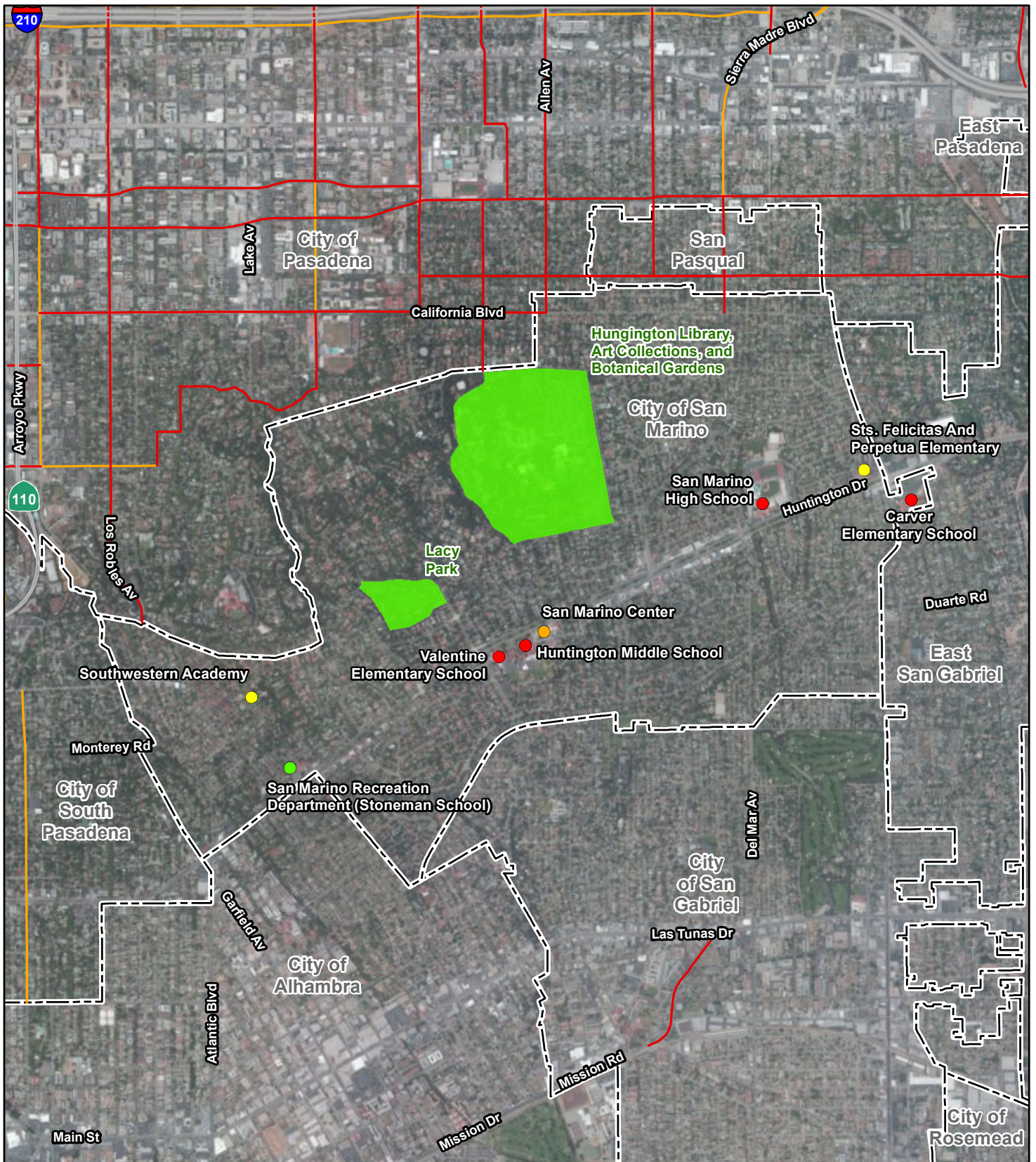
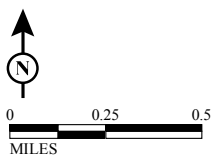


FIGURE 5.27-5

LEGEND

- |                       |                     |                   |
|-----------------------|---------------------|-------------------|
| ● Public School       | ■ Park              | --- City Boundary |
| ● Private School      | — Class I Bikeway   |                   |
| ● Community Center    | — Class II Bikeway  |                   |
| ● Recreation Facility | — Class III Bikeway |                   |



SOURCE: Microsoft (5/2010); LA County (2013); ESRI (2007)  
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SR 710 North Study  
 San Marino Schools, Parks,  
 and Recreation Facilities

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## 5.28 Sierra Madre

### 5.28.1 Introduction

#### 5.28.1.1 Location

The City of Sierra Madre is located in the northern part of the study area for the SR 710 North Study, and is bordered by the City of Pasadena to the west, the Angeles National Forest to the north, and the City of Arcadia to the east and south. The City of Sierra Madre is approximately 3 sq mi in size and is located approximately 1 mi north of I-210. Figure 5.1-1, provided earlier, illustrates the location of the City of Sierra Madre within the study area for the SR 710 North Study.

#### 5.28.1.2 History

In approximately 500 A.D., the Tongva peoples migrated from the Mojave Desert to what would become Los Angeles County, including the San Gabriel Valley.<sup>1</sup> In 1769, the first Spanish settlers arrived in the region, finding an estimated 5,000 Tongva living in 31 villages. Two years later, Mission San Gabriel Arcangel was founded in today's Montebello, causing the Tongva communities to rapidly dwindle. The mission was later moved to San Gabriel because of severe flooding from the Rio Hondo River, which ruined their crops. Tongvas were integrated into the culture of the mission, and the tribe were renamed Gabrielino Indians by the Spaniards. The first Mount Wilson trail was carved by the Gabrielino Indians, which was used by them when they carried timber down from the mountains for the construction of the San Gabriel Mission in 1771.

Sierra Madre is historically linked to the old mountain resorts of the San Gabriel Mountains and Valley. The Sierra Madre Villa Hotel was a pioneer of summer resorts that populated the San Gabriel Valley in the late 19<sup>th</sup> century. In 1888, the Santa Anita railroad station was built and the Pacific Electric Railway Red Car began passenger service to Sierra Madre. Harvard College established the first Mount Wilson Observatory in 1889, which caused an interest in constructing a roadway to Mount Wilson. By July 1889, the new toll road, which was called the "New Mt. Wilson Trail," was officially opened to the public. The toll was set by the Los Angeles County Board of Supervisors at \$0.25 for hikers and \$0.50 for horseback. Foot and pack animal traffic became so heavy that in June 1893 the trail was widened to 6 ft. The Pacific Electric "Red Cars" established their route to Sierra Madre from 1906 until 1950. Literally thousands of people rode the cars to Sierra Madre to hike the original Mt. Wilson Trail.

On February 20, 1907, the City of Sierra Madre was incorporated. In 1908, the first Mt. Wilson Trail race was run. The annual race was discontinued during World War II and reestablished in 1966. The race course is approximately 8.6 mi in length and only allows a total of 300 runners to participate due to the difficult race course conditions. The race is run on Memorial Day weekend.

In 1921 after a disastrous bakery fire, the Sierra Madre Volunteer Fire Department was organized and is one of the only remaining volunteer fire departments in the Los Angeles area. In 1928, the first Police Chief was inaugurated, and currently the City has 22 full-time members of the department along with several part-time employees and volunteers. In 1951, the Sierra Madre Search and Rescue Team was established.

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<sup>1</sup> City of Sierra Madre, Headline History of Sierra Madre, <http://www.cityofsierramadre.com/departments/library/106-headline-history-of-sierra-madre>, accessed March 29, 2013.

The city residents continue to celebrate festivities and annual events that were established in the late eighteenth and early nineteenth centuries. The Wistaria Festival, which celebrates the world’s largest Wistaria vine, the locally famous Independence Day Parade, and the participation of the volunteers of the Sierra Madre Rose Float Association in the creation of a float for the Pasadena Tournament of Roses Parade.

## 5.28.2 Land Use and Planning

### 5.28.2.1 Existing Land Uses

The existing land uses in the City of Sierra Madre are illustrated on Figure 5.28-1. The acreage and percentage of existing land uses in the City of Sierra Madre are shown in Table 5.28.1. Table 5.28.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.28.1:  
**Sierra Madre Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	2.2	0
Commercial and Services	18.9	1
Industrial	7.4	0
Institutional	76.6	5
Mixed Commercial	2.6	0
Open Space and Recreation	38.1	2
Other	33.4	2
Public	316.7	19
Residential	933.8	56
Transportation and Utilities	0.7	0
Vacant	231.4	14
<b>Total</b>	<b>1,662.2</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.28.1, residential uses are the primary land use in the City of Sierra Madre, comprising approximately 56 percent of the land within the City, followed by public uses (19 percent). The majority of the public land in the City consists of open space land in the foothills of the San Gabriel Mountains. As shown on Figure 5.28-1 and described in Table 5.28.1, 231.4 ac (14 percent) of the land in the City are vacant, the majority of which consists of undevelopable hillsides.



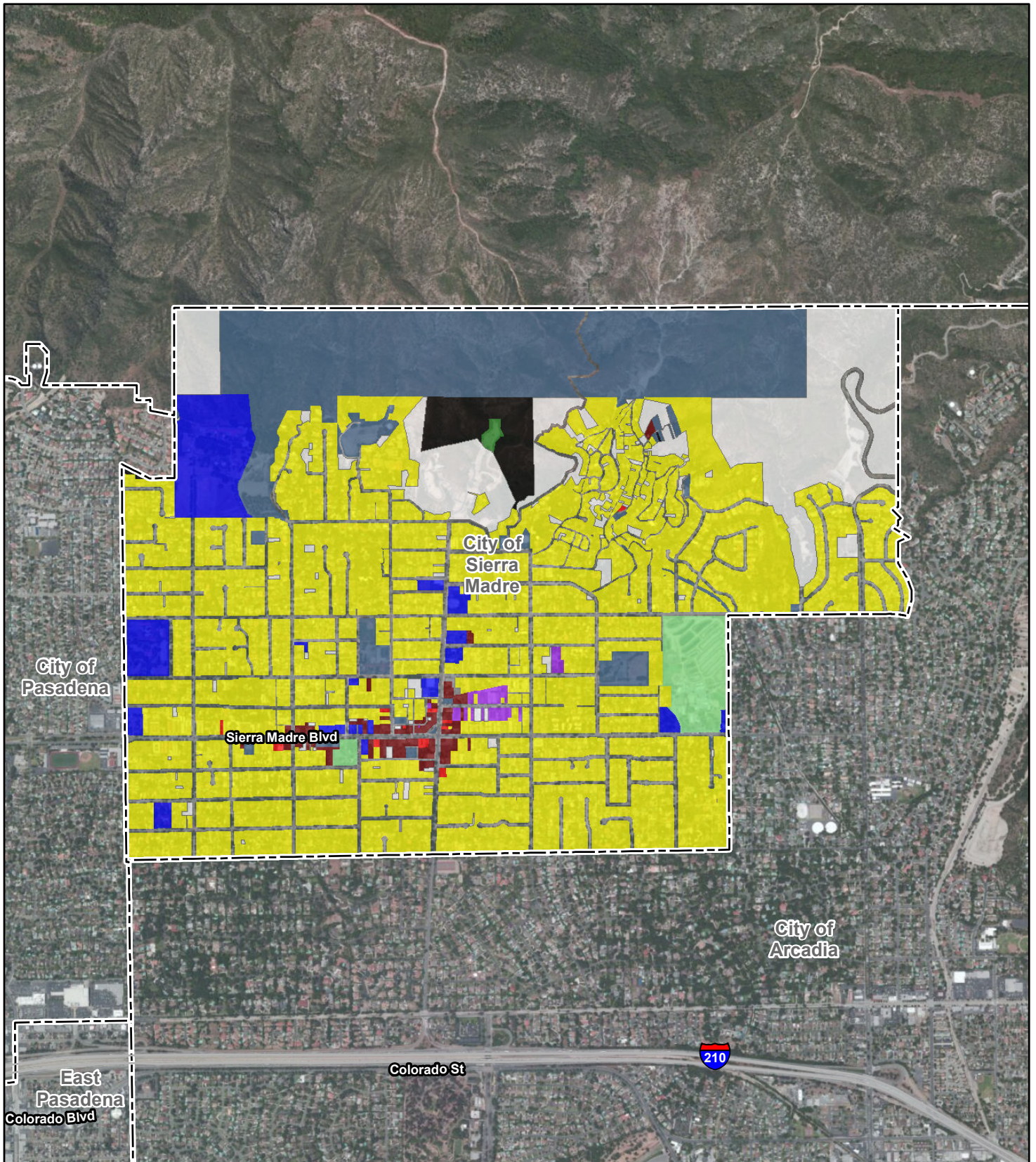
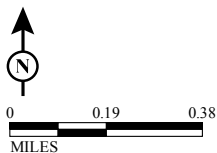


FIGURE 5.28-1

LEGEND

- |                               |                                     |   |
|-------------------------------|-------------------------------------|---|
| [Dashed Line] City Boundary   | [Purple] Industrial                 | [Dark Purple] Mining and Extraction     |
| [Yellow] Residential          | [Blue] Institutional                | [Light Green] Open Space and Recreation |
| [Red] Commercial and Services | [Grey-Blue] Public                  | [Black] Other                           |
| [Red-Orange] Mixed Commercial | [Grey] Transportation and Utilities | [White] Vacant                          |
|                               | [Green] Agricultural                |   |



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## 5.29 South El Monte

### 5.29.1 Introduction

#### 5.29.1.1 Location

The City of South El Monte is located in the southeastern part of the study area for the SR 710 North Study, and is bordered by the City of El Monte to the north and east, the City of Rosemead to the northwest, unincorporated areas to the southeast, and the Whittier Narrows Recreational Area to the south. The City of South El Monte is approximately 3 sq mi in size. The City is bisected by SR 60 in the southern part of the City. I-605 is approximately 1.5 mi east of the City, and I-10 is approximately 1.25 mi north of South El Monte. Figure 5.1-1, provided earlier, illustrates the location of the City of South El Monte within the study area for the SR 710 North Study.

#### 5.29.1.2 History

The City of South El Monte is bounded on two sides by the San Gabriel Valley's two major drainage features, the Rio Hondo River on the west and the San Gabriel River on the east. The area now known as South El Monte once served as a watering hole and campsite for the Shoshone Indians and explorers to the area. The area was originally part of two Spanish land grants given to early settlers. The Thompson Party settled in the area during the California Gold Rush and founded the El Monte Township in the late 1860s. The lands were used for ranching and other agricultural uses. The agricultural land uses continued through the 1930s. After World War II, the region experienced a significant industrial growth with an accompanying boom in the housing market. Due to its location adjacent to rail lines and new freeways, South El Monte successfully attracted a broad base of industrial land uses. Local businesses and residents petitioned for the City's incorporation because of the area's rapid industrial growth and the need to protect and utilize increasing tax revenues. The City of South El Monte was incorporated on July 30, 1958, and at that time, the City was almost 1 sq mi in size with 3,900 residents.<sup>1</sup>

From 1958 to 1980, the City grew through a series of annexations to almost 3 sq mi in size with 16,000 residents. Industrial uses continued to be a major factor in the City's economy, and in 1980 there were 1,100 businesses in the City. During the 1980s and 1990s, the City of South El Monte experienced a gradual and limited growth as a result of the further annexation of the peripheral lands adjacent to the City. In January 1999, the City reported a population of 22,500 residents in the corporate City limits, which comprised 2.85 sq mi.<sup>2</sup>

#### 5.29.1.3 Land Use and Planning

#### 5.29.1.4 Existing Land Uses

The existing land uses in the City of South El Monte are illustrated on Figure 5.29-1. The acreage and percentage of existing land uses in the City of South El Monte are shown in Table 5.29.1. Table 5.29.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

<sup>1</sup> South El Monte General Plan, Introduction, [http://208.109.59.167/images/planning/General\\_Plan/introduction.pdf](http://208.109.59.167/images/planning/General_Plan/introduction.pdf), accessed December 21, 2012.

<sup>2</sup> Ibid.

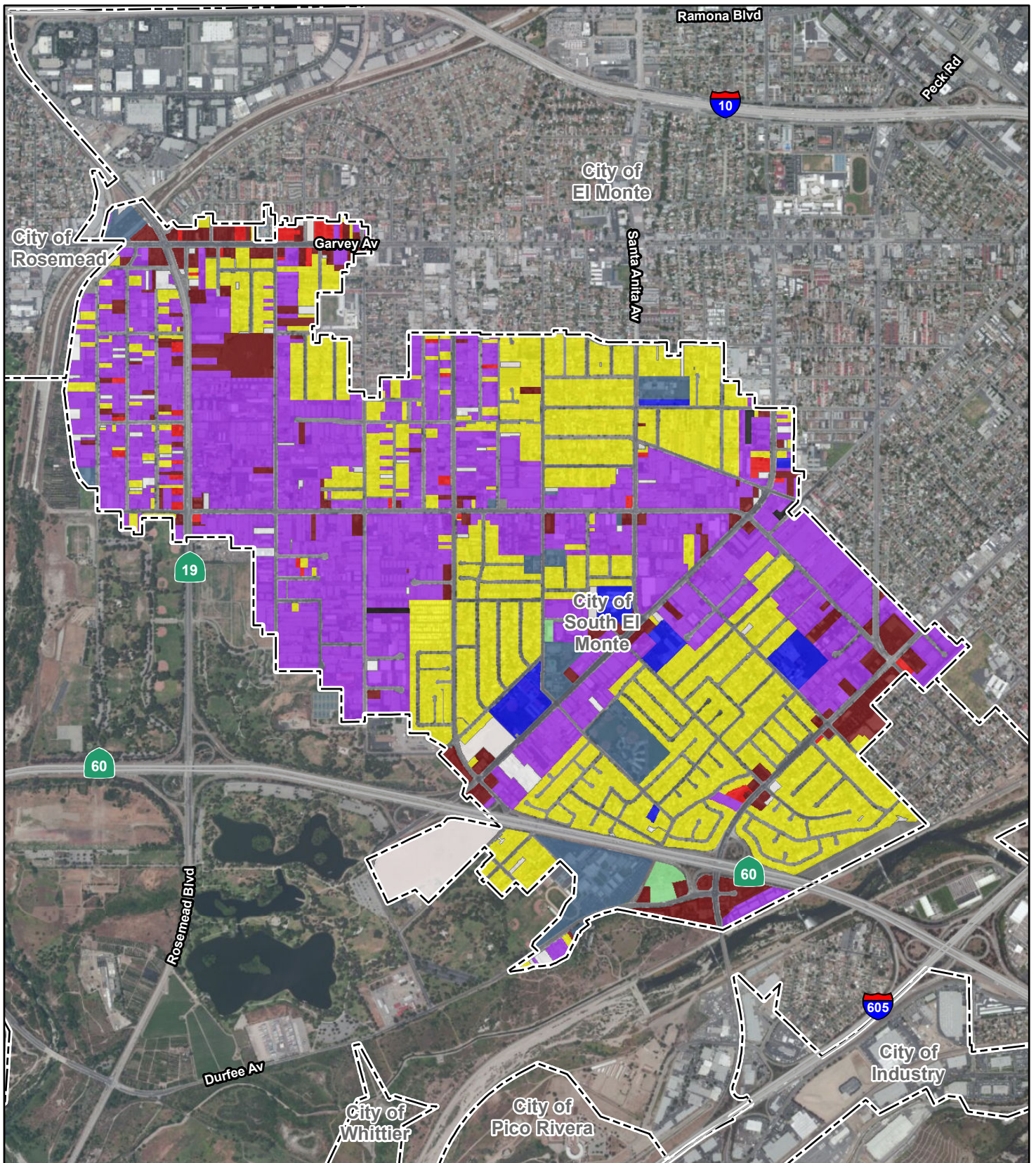
TABLE 5.29.1:  
**South El Monte Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	114.9	8
Industrial	650.3	44
Institutional	36.5	2
Mixed Commercial	17.5	1
Open Space and Recreation	6.2	0
Other	3.3	0
Public	71.1	5
Residential	508.4	34
Transportation and Utilities	11.6	1
Vacant	66.3	4
<b>Total</b>	<b>1,486.1</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013  
 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.29.1, industrial uses are the primary land use in the City of South El Monte, comprising approximately 44 percent of the land within the City, followed by residential uses (34 percent). As shown on Figure 5.29-1 and described in Table 5.29.1, 66.3 ac (4 percent) of land in the City are vacant.



LEGEND

- |                                 |  |   |
|---------------------------------|--|---|
| [Dashed Line] City Boundary     | [Purple] Industrial                      | [Dark Purple] Mining and Extraction     |
| [Yellow] Residential            | [Blue] Institutional                     | [Light Green] Open Space and Recreation |
| [Brown] Commercial and Services | [Grey] Public                            | [Black] Other                           |
| [Red] Mixed Commercial          | [Dark Grey] Transportation and Utilities | [White] Vacant                          |
| [Green] Agricultural            |  |   |

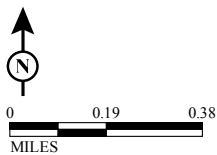


FIGURE 5.29-1

SR 710 North Study  
 South El Monte  
 Existing Land Uses  
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 EA 187900  
 EFIS 0700000191

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## 5.30 South Pasadena

### 5.30.1 Introduction

#### 5.30.1.1 Location

The City of South Pasadena is located in the central part of the study area for the SR 710 North Study, and is bordered by the City of Pasadena to the north, the City of San Marino to the east, the Cities of Los Angeles and Alhambra to the south, and the City of Los Angeles to the west. The City of South Pasadena is approximately 3.4 sq mi in size and is located east of SR 110 and approximately 2 mi south of I-210. Figure 5.1-1, provided earlier, illustrates the location of the City of South Pasadena within the study area for the SR 710 North Study.

#### 5.30.1.2 History

Few cities in California are better recognized for the quality of its small-town atmosphere and rich legacy of intact late 19<sup>th</sup> and early 20<sup>th</sup> century neighborhoods and residences. South Pasadena also has a strong claim to having the oldest and most historic sites in the San Gabriel Valley. For many centuries, its adjacency to a natural fording place along the Arroyo Seco had served as a gateway to travel and commerce for aboriginal peoples here and along the coast.<sup>1</sup> It was here that Hahamognas greeted Portola and the missionaries who later established the San Gabriel Mission a few miles to the west. The initial buildings on the Rancho San Pascual, which subsequently gave birth to the cities of Pasadena, South Pasadena and Altadena, were built here. The first of these adobe structures became headquarters for General Flores and his staff in 1847 where they agreed to surrender to American forces, ending Mexican Colonial rule in California.

In early 1874, the area that is now South Pasadena was a part of the San Gabriel-Orange Grove Association. In 1875, the stockholders of the association voted to name their town Pasadena; however, only 3 short years later, residents living in the southern portion of Pasadena considered themselves South Pasadenans. In 1888, South Pasadena incorporated the southern portion of the Indiana Colony and land south and eastward to the Los Angeles border, becoming the sixth municipality in Los Angeles County. The City's original boundaries remain essentially the same today. The establishment of the Raymond Hotel and the Cawston Ostrich Farm enabled the small community to attract tourists and increasingly large waves of new residents to the Pasadena area in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. With the completion of the Pacific Electric Short Line, the entire city was situated within easy walking distance of the "Red Car" stations, and South Pasadena became one of the first suburbs of Los Angeles.

The built environment of South Pasadena reflects its rich heritage. Entire neighborhoods of homes built in the Craftsman, revival, or Art Deco styles of 1900–1939 have survived largely intact and have been enriched with mature landscaping.<sup>2</sup> A handful of homes from the Victorian era are scattered throughout the community. The historic city center and business district around Mission Street and Meridian Avenue have been listed in the National Register of Historic Places. Many of the City's historic institutional buildings, ranging from religious to civic, continue to play a vital role in town life. South Pasadena is now considered one of the best preserved cities in California, maintaining a

<sup>1</sup> City of South Pasadena, History, <http://www.ci.south-pasadena.ca.us/about/history.html>, accessed March 15, 2013.

<sup>2</sup> City of South Pasadena, General Plan, Historical Preservation Element, Community Overview, 1998.

small-town quality and humanity in the scale of its buildings, its residential streetscapes, and historic commercial core.

## 5.30.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of South Pasadena. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.30.2.1 Existing Land Uses

The existing land uses in the City of South Pasadena are illustrated on Figure 5.30 1. The acreage and percentage of existing land uses in the City of South Pasadena are shown in Table 5.30.1. Table 5.30.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

TABLE 5.30.1:  
**South Pasadena Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Commercial and Services	113.6	7
Industrial	12.9	1
Institutional	28.5	2
Mixed Commercial	6.7	0
Open Space and Recreation	15.9	1
Other	9.8	1
Public	102.5	6
Residential	1,348.5	79
Transportation and Utilities	18.0	1
Vacant	47.7	3
<b>Total</b>	<b>1,704.1</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.30.1, residential uses are the primary land use in the City of South Pasadena, comprising approximately 79 percent of the land within the City, followed by commercial and services uses (7 percent). As shown on Figure 5.30-1 and described in Table 5.30.1, 47.7 ac (3 percent) of the land in the City are vacant.

### 5.30.2.2 General Plan Land Uses

General Plan land use designations for the City of South Pasadena, which guide future development, are illustrated on Figure 5.30-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction's boundaries, they sometimes differ from the jurisdiction's existing land use patterns. General Plan land use data is based on the General Plan Land Use map published by the City of South Pasadena and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 47.7 ac of vacant land in South Pasadena, approximately 33 ac are designated for single-family residential uses, 7 ac are designated for multifamily residential uses, and 5 ac are designated for local parks, open space, and recreation uses. The remaining 3 ac are designated for public facility, multifamily residential, and mixed urban uses.



### 5.30.2.3 Adopted Goals and Policies

The following excerpted goals and policies from the City of South Pasadena General Plan are relevant to the SR 710 North Study.

#### Circulation and Accessibility Element (2001)

The South Pasadena General Plan Circulation and Accessibility Element states that “The City has consistently and unanimously opposed a second freeway for over 45 years and this position is reinforced by Proposition G-G, passed decisively by the voters of South Pasadena in November 1986, and Resolution 6473 passed May 21, 1997.”

- **Goal 1:** Provide convenient, efficient and safe mobility within the city.
  - **Policy 1.1:** Seek innovative solutions to reduce adverse impacts of through traffic.
- **Goal 2:** Encourage a full range of circulation strategies for overall reduction in vehicle trips.
  - **Policy 2.2:** Develop and promote increased use of alternative modes of transportation, including but not limited to: walking, bicycling, ridesharing, transit, telecommuting, paratransit, and shuttles.
  - **Policy 2.4:** Support the development of additional regional public (mass) transportation facilities and services.
- **Goal 3:** Encourage regional coordination of transportation improvement.
  - **Policy 3.1:** Coordinate with applicable regional, state and federal agencies in the development of transportation improvements.
  - **Policy 3.3:** Support the development of additional circulation routes through the City.

#### Land Use and Community Design Element (1998)

- **Goal 3:** To emphasize pedestrians over cars in portions of the city.
  - **Policy 3.5:** Promote Mobility. Promote mobility for those who do not drive, particularly seniors, youth and disabled.
- **Goal 6:** To encourage the provision of and use of alternative modes of transit (bicycle, bus, light-rail).
  - **Policy 6.1:** Increase availability of public transit. Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.
  - **Policy 6.2:** Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.
  - **Policy 6.5:** Enhance pedestrian and bicycle amenities. Provide additional amenities such as street trees and furniture, supplemental lighting, widened walks, bikeways and narrowed vehicular right-of-ways to encourage non-vehicular usage.
  - **Policy 6.6:** Promote bicycle paths. Street network system improvements shall endeavor to provide bicycle connection paths to transit-oriented development, commercial areas and transit stops.

- **Goal 18:** To conserve the air, water and energy resources about us as an exercise of responsible stewardship of the natural setting in which we live.
  - **Policy 18.1:** Improve air quality. Improve the air quality in South Pasadena and the region.

The Mission Street Specific Plan was adopted by the City of South Pasadena City Council in 1996 to address the impacts of the Gold Line on Mission Street and to implement their vision of Mission Street as South Pasadena’s pedestrian-oriented, historic shopping street. The Mission Street Specific Plan area is divided into the Core Area (between Fremont Avenue and Prospect Avenue and within easy walking distance of the Gold Line station) and the West Area (west of Prospect Avenue). The Specific Plan identifies the following intentions regarding the Gold Line:

- **Intent 1:** Encourage and provide alternative means of access to the Gold line station and Mission Street other than automobiles.

#### 5.30.2.4 Development Trends and Growth

The City of South Pasadena was the seventh city to incorporate in Los Angeles County and currently encompasses an area of 3.4 sq mi. As of 2010,<sup>1</sup> the City of South Pasadena had 25,619 residents.

The City of South Pasadena is primarily a built-out community. While the City’s General Plan Land Use Element (1998) contains policies to promote quality development within the City, the City has very little vacant land available for new development (refer to Figure 5.30-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

Between 1990 and 2000, the population of the City of South Pasadena increased by 1.5 percent, from 23,936 to 24,292. Between 2000 and 2010, the City’s population increased by 5.5 percent.<sup>2</sup> According to SCAG, the City’s population is forecast to increase to 26,300 by 2035. Table 5.30.2 provides the growth projections (population, households, and employment) for the City of South Pasadena from 2008 to 2035 as compared to Los Angeles County. As shown in Table 5.30.2, the City of South Pasadena is projected to experience less population, household, and employment growth than the overall County over the next two decades.

TABLE 5.30.2:  
**South Pasadena Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>City of South Pasadena</b>				
Population	25,600	25,900	26,300	2.7%
Households	10,500	10,600	10,800	2.9%
Employment	9,000	9,500	10,000	11.1%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

<sup>1</sup> United States Census Bureau, 2010 Census data, South Pasadena, California Table DP-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1), accessed April 4, 2013.

<sup>2</sup> Southern California Association of Governments City Population 2000 and 2010, <http://www.scag.ca.gov/census/>, accessed April 4, 2013.

### 5.30.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the City of South Pasadena and the five census tracts inside its boundaries (refer to Figure 5.30-3 for the locations of these census tracts).

#### 5.30.3.1 Race and Ethnicity

Table 5.30.3 shows the racial and ethnic composition of the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2010 Census data). As shown in Table 5.30.3, racial minorities comprise a slightly smaller share (45.7 percent) of the City of South Pasadena’s population than the County overall (49.7 percent). Asians comprise 31.1 percent of the population of the City, which is considerably higher than the County overall (13.7 percent). Although the racial demographics of the five census tracts in the City of South Pasadena vary somewhat, racial minorities account for approximately 36 to 57 percent of the population in those census tracts. In South Pasadena, two of the five census tracts have a higher percentage of racial minorities than the County.

TABLE 5.30.3:  
South Pasadena Racial Demographics

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
City of South Pasadena	<b>54.3%</b>	3.0%	0.4%	<b>31.1%</b>	0.0%	5.6%	45.7%
<b>Census Tracts in the City of South Pasadena</b>							
4805	<b>63.7%</b>	1.8%	0.3%	<b>24.6%</b>	0.0%	4.3%	36.3%
4806	<b>58.3%</b>	4.4%	0.4%	<b>26.7%</b>	0.1%	5.3%	41.7%
4807.02	42.8%	3.0%	0.4%	<b>42.6%</b>	0.1%	5.8%	<b>57.2%</b>
4807.03	<b>54.6%</b>	2.7%	0.5%	<b>28.3%</b>	0.0%	6.5%	45.4%
4807.04	47.4%	2.4%	0.5%	<b>37.5%</b>	0.0%	6.6%	<b>52.6%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

Table 5.30.4 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2010 Census data). As shown in Table 5.30.4, Hispanics/Latinos comprise a considerably smaller share (18.6 percent) of the City of South Pasadena’s population than the County overall (47.7 percent). Table 5.30.4 also shows that Hispanics/Latinos comprise between approximately 16 and 22 percent of the population in the five census tracts in South Pasadena. None of the five census tracts in South Pasadena have a higher percentage of Hispanics/Latinos than the County.

TABLE 5.30.4:  
**South Pasadena Community Cohesion Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
City of South Pasadena	45.7%	18.6%	45.7%	<b>12.1%</b>	2.43	8.4%	<b>40.7%</b>
Census Tracts in the City of South Pasadena							
4805	36.3%	15.9%	<b>56.6%</b>	<b>12.8%</b>	2.53	10.8%	<b>42.9%</b>
4806	41.7%	18.9%	28.8%	10.7%	2.24	8.9%	30.7%
4807.02	<b>57.2%</b>	17.1%	<b>72.6%</b>	<b>16.6%</b>	2.62	0.5%	<b>51.9%</b>
4807.03	45.4%	21.8%	<b>55.5%</b>	<b>11.6%</b>	2.53	2.4%	<b>52.6%</b>
4807.04	<b>52.6%</b>	20.6%	33.2%	9.8%	2.42	16.2%	37.0%

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

ACS = American Community Survey

### 5.30.3.2 Housing Occupancy

Table 5.30.4, provides the percentage of owner-occupied residences in the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2010 Census data). As shown in Table 5.30.4, the percentage of owner-occupied residences in the City of South Pasadena (45.7 percent) is slightly less than the County overall (47.7 percent). Table 5.30.4 also shows that between approximately 29 and 73 percent of the residences in the five census tracts in South Pasadena are owner-occupied, and that three of the five census tracts in the City have a higher percentage of owner-occupied residences than the County overall.

### 5.30.3.3 Elderly Residents

Table 5.30.4 shows the percentage of the population that is elderly (65 years old or older) in the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2010 Census data). As shown in Table 5.30.4, elderly residents comprise a slightly larger share (12.1 percent) of the City of South Pasadena’s population than the County overall (10.9 percent). Table 5.30.4 also shows that elderly residents comprise between approximately 11 and 17 percent of the population in the five census tracts in South Pasadena, and that three of the five census tracts in the City have a higher percentage of elderly residents than the County overall.

### 5.30.3.4 Household Size

Table 5.30.4 shows the average household size in the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2010 Census data). As shown in Table 5.30.4, the average household size in the City of South Pasadena (2.43 persons) is smaller than the County overall (2.98 persons). Table 5.30.4 also shows that the average household size in the five census tracts in South Pasadena ranges from 2.24 to 2.62 persons per household, and that none of the five census tracts in the City have a larger average household size than the County.

### 5.30.3.5 Transit Dependency

Table 5.30.4 shows the percentage of the population that is transit-dependent in the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2007–2011 ACS data). As shown in Table 5.30.4, the transit-dependent population comprises a considerably smaller share (8.4 percent) of the City of South Pasadena’s population than the County overall (25.2 percent). Table 5.30.4 also shows that the transit-dependent population in the five census tracts in South Pasadena ranges from approximately 1 to 16 percent of the population, and that all five of the census tracts in the City have a lower percentage of transit-dependent residents than the County overall.

### 5.30.3.6 Housing Tenure

Table 5.30.4 also shows the percentages of the populations in the County, the City of South Pasadena, and the five census tracts in the City who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.30.4, long-term residents comprise a slightly larger share (40.7 percent) of the City of South Pasadena’s population than the County overall (39.6 percent). Table 5.30.4 also shows that the percentage of long-term residents in the five census tracts in the City of South Pasadena ranges from approximately 31 to 53 percent of the population, and that three of the five census tracts in the City have a higher percentage of long-term residents than the County overall.

### 5.30.3.7 Summary

As shown in Table 5.30.4 and described above, the City of South Pasadena has a higher percentage of elderly residents and long-term residents than the County overall. Further, three of the five census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the City of South Pasadena appears to exhibit a high degree of community cohesion.

## 5.30.4 Economic Conditions

### 5.30.4.1 Business Sector

Table 5.30.5 shows employment percentages by economic sectors for the City of South Pasadena and the County. As shown in Table 5.30.5, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in the City of South Pasadena (30.8 percent), followed by Professional and Technical Services (14.7 percent).

### 5.30.4.2 Employment and Income

Table 5.30.6 provides information regarding the civilian labor force in the City of South Pasadena, including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State. As shown in Table 5.30.6, according to preliminary data issued by the State Employment Development Department in August 2013, there were 14,800 persons employed in the civilian labor force in the City, and 800 persons (approximately 5.0 percent) were unemployed. The City of South Pasadena’s unemployment rate is lower than those of both the County (10.2 percent) and the State (8.8 percent).

TABLE 5.30.5:  
**South Pasadena Employment by Economic Sector**

Economic Sector	Los Angeles County	City of South Pasadena
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.2%
Construction	6.0%	2.8%
Manufacturing	11.2%	7.2%
Wholesale Trade	3.7%	3.4%
Retail Trade	10.6%	5.8%
Transportation, Warehousing, and Utilities	5.2%	3.9%
Information	4.4%	4.8%
Finance and Insurance	6.7%	9.4%
Professional and Technical Services	12.1%	14.7%
Education, Health, and Social Services	20.2%	30.8%
Public Administration	3.4%	4.5%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	8.3%
Other	6.1%	4.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

 TABLE 5.30.6:  
**South Pasadena Employment**

Employment Status	City of South Pasadena	Los Angeles County	State of California
Civilian Labor Force	15,600	4,996,600	18,655,700
Employed	14,800	4,486,400	17,005,900
Unemployed	800	510,200	1,649,900
Unemployment Rate	5.0%	10.2%	8.8%

 Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

 Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

Table 5.30.7 provides the median household income and the percentage of residents living below the poverty level for the County, the City of South Pasadena, and the five census tracts in South Pasadena (based on 2007–2011 ACS data). As shown in Table 5.30.7, the City of South Pasadena’s median household income (\$84,914) is higher than the County overall (\$56,266). Table 5.30.7 also shows that the median household income in the five census tracts in the City of South Pasadena ranges from approximately \$70,402 to \$101,783, and that all five census tracts in the City have a higher median household income than the County.

 TABLE 5.30.7:  
**South Pasadena Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
City of South Pasadena	\$84,914	6.1%
<b>Census Tracts in the City of South Pasadena</b>		
4805	\$101,783	4.5%
4806	\$70,402	7.2%
4807.02	\$98,250	4.8%
4807.03	\$99,519	4.4%
4807.04	\$74,033	9.1%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

Table 5.30.7 also shows that persons living below the poverty level comprise a much smaller share (6.1 percent) of the City of South Pasadena’s population than the County overall (16.3 percent). Table 5.30.7 also shows that the percentage of persons living below the poverty level in the five census tracts in the City of South Pasadena ranges from approximately 4 to 9 percent of the population, and that all five census tracts in the City have a much lower percentage of persons living below the poverty level than the County overall.

#### 5.30.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the City of South Pasadena had 6,090 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The City of South Pasadena includes three main business districts: (1) the Fair Oaks Avenue Corridor (between Bank Street and SR 110); (2) the Mission Street Corridor (between Forest Avenue and Brent Avenue); and (3) the Huntington Drive Corridor (between Ramona Avenue and Primrose Avenue). All three of these business districts are within 0.5 mi of the project’s Build Alternatives.

#### 5.30.4.4 Property Tax

The base property tax rate in the City of South Pasadena is 1.0 percent of the assessed property value, while the total property tax includes additional debt service. In the City of South Pasadena, the average additional debt service is 0.13 percent<sup>1</sup> of the assessed property value. For FY 2012–2013, the reported property tax collected for all tax rate areas in the City of South Pasadena totaled approximately \$8.3 million<sup>2</sup> with a total assessed value of \$3.7 billion.<sup>3</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.5 percent<sup>4</sup> of the 1.0 percent property tax collected is distributed to the City of South Pasadena General Fund.

#### 5.30.4.5 Sales Tax

Effective April 1, 2013, the sales tax rate in the City of South Pasadena is 9.00 percent, 0.75 percent of which is allocated to the City of South Pasadena for public services.<sup>5</sup> The City of South Pasadena’s 660 permitted sales tax-producing businesses<sup>6</sup> generated approximately \$155.6 million in taxable sales in 2011.<sup>7</sup> The City of South Pasadena’s average total taxable sales revenue per permit in 2011 was \$235,748, approximately \$1,768 of which would be distributed to the General Fund (0.75 percent). Table 5.30.8 provides the number of permits, taxable sales, and average taxable sales per permit for various types of sales-tax generating businesses in the City of South Pasadena in 2011, as reported in the *Economic and Fiscal Impacts Evaluation* (Appendix C).

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<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

Table 5.30.8:

**Taxable Sales in the City of South Pasadena by Type of Business (2011)**

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	449	\$134,467	\$299,481
All Other Outlets	211	\$21,127	\$100,126
<b>Total All Outlets</b>	<b>660</b>	<b>\$155,594</b>	<b>\$235,748</b>

Source: *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

### 5.30.4.6 Existing Access

The major east-west arterials in the City of South Pasadena include: Mission Street, Monterey Road, and Huntington Drive. The major north-south arterials in the City of South Pasadena include Fremont Avenue and Fair Oaks Avenue. Residents of South Pasadena have access to SR 110 in the western portion of the City via the Orange Grove Avenue, Fair Oaks Avenue, and Pasadena Avenue interchanges.

## 5.30.5 Community Services, Facilities, and Utilities

### 5.30.5.1 Police, Fire and Library Facilities

#### Police Protection

The City of South Pasadena is served by its own police department, the South Pasadena Police Department (SPPD), which is made up of three divisions: Support Services, Field Operations, and Investigations. The SPPD operates out of the South Pasadena Police Station at 1422 Mission Street. Figure 5.30-4 shows the location of the South Pasadena Police Station in the City. The South Pasadena Police Station is within 0.5 mi of one or more of the project's Build Alternatives.

#### Fire Protection

The South Pasadena Fire Department (SPFD) provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the City of South Pasadena. The SPFD operates out of the South Pasadena Fire Station at 817 Mound Avenue. Figure 5.30-4 shows the location of the South Pasadena Fire Station in the City. The South Pasadena Fire Station is within 0.5 mi of one or more of the project's Build Alternatives.

#### Libraries

The City of South Pasadena is served by the South Pasadena Public Library located at 1100 Oxley Street. Figure 5.30-4 shows the location of the South Pasadena Public Library in the City. The South Pasadena Public Library is within 0.5 mi of one or more of the project's Build Alternatives.

#### Other Government Facilities

The City of South Pasadena also hosts other important government facilities in addition to the police, fire, and library facilities described above that are accessed by a wide cross section of the community on a regular basis. South Pasadena City Hall, which is located at 1414 Mission Street, is



shown in Figure 5.30-4.<sup>1</sup> South Pasadena City Hall is within 0.5 mi of one or more of the project’s Build Alternatives.

### 5.30.5.2 Other Community Facilities

#### Hospitals

There are no hospital facilities in the City of South Pasadena.

#### Places of Worship

Places of worship offer additional community gathering areas in South Pasadena. Figure 5.30-4 shows the locations of known places of worship in the City.<sup>2</sup> Table 5.30.9 provides a list of the names and addresses of the known places of worship in the City of South Pasadena that are within 0.5 mi of the project’s Build Alternatives.

TABLE 5.30.9:  
**Places of Worship in South Pasadena within 0.5 mile of Build Alternatives**

Name	Address
Calvary Presbyterian Church	1060 Fremont Avenue
Grace Brethren Church/South Pasadena Chinese Church	989 Exchange Lane
Holy Family Catholic Church	1367 Rollin Street
Oneonto Congregational Church	2058 Oak Street

Source: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, Jan 2013.

#### Homeless Services and Shelters

There are no homeless service providers in the City of South Pasadena.

### 5.30.5.3 Schools

#### Public Schools

The South Pasadena Unified School District (SPUSD) provides educational services to the residents who live in the City of South Pasadena. Figure 5.30-5 shows the locations of the public schools in the City. Table 5.30.10 provides a list of the names, addresses, and operators of the public schools in the City of South Pasadena that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the grades taught at each of those public schools.

#### Private Schools

The City of South Pasadena has a total of three private elementary and high schools. Figure 5.30-5 shows the locations of these private schools in the City. Table 5.30.11 provides a list of the names, addresses, and operators of the private schools in the City of South Pasadena that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the grades taught at each of those private schools.

<sup>1</sup> Additional government facilities are located throughout the City of South Pasadena; however, only major facilities such as courthouses and key government office buildings are shown.

<sup>2</sup> Additional places of worship are believed to be located throughout South Pasadena; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

TABLE 5.30.10:  
**Public Schools in South Pasadena within 0.5 mile of Build Alternatives**

Name	Address	Operator	Grades
Marengo Elementary School	1400 Marengo Avenue	SPUSD	K–5th
Monterey Hills Elementary School	1624 Via Del Rey	SPUSD	K–5th
South Pasadena High School	1401 Fremont Avenue	SPUSD	9th–12th
South Pasadena Middle School	1500 Fair Oaks Avenue	SPUSD	6th–8th

Source 1: California Department of Education, Public Schools, 2012-2013, <http://www.cde.ca.gov/re/sd/>, accessed September 4, 2013.

Source 2: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 3: South Pasadena Unified School District, <http://www.spusd.net/>, accessed July 8, 2013.

K = Kindergarten

SPUSD = South Pasadena Unified School District

TABLE 5.30.11:  
**Private Schools in South Pasadena within 0.5 mile of Build Alternatives**

Name	Address	Operator	Grades
Almansor Academy	1955 Fremont Avenue	Private	K–12th
Holy Family School	1301 Rollin Street	Private	K–9th
Saint James Parish Day School	1325 Monterey Road	Private	K

Source 1: Los Angeles County Geographic Information System Portal, Points of Interest Location Management System dataset, January 2013.

Source 2: California Department of Education, Private Schools, <http://www.cde.ca.gov/ds/si/ps/>, accessed September 4, 2013.

K = Kindergarten

#### 5.30.5.4 Parks, Community Centers, and Recreation Facilities

The City of South Pasadena operates and maintains five parks, one community center, and three recreation centers. In addition, various private entities and other government agencies operate and maintain community centers and recreation facilities in the City that are used by South Pasadena residents. Figure 5.30-5 shows the locations of the parks, community centers, and recreational facilities in the City. Table 5.30.12 provides a list of the names, addresses, and operators of the parks, community centers, and recreation facilities in the City of South Pasadena that are within 0.5 mi of the project’s Build Alternatives, and also provides information about the size and amenities of each of those parks, community centers, or recreational facilities.

#### 5.30.5.5 Bikeways and Recreational Trails

The City of South Pasadena has several Class II (striped, on-street) and Class III (unstriped, on-street) bikeways. The locations of these bikeways are shown on Figure 5.30-5. The following Class II bikeways are within 0.5 mi of the Build Alternatives:

- El Centro Street (between Pasadena Avenue and Orange Grove Avenue)
- Marengo Ave (between Mission Street and Alhambra Road)

#### 5.30.5.6 Transit Services

Within the City of South Pasadena, public transportation services are provided by Metro and Montebello Bus Lines. Table 5.30.13 provides a list of the existing bus routes within the City of South Pasadena, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

TABLE 5.30.12:

**Parks, Community Centers, and Recreation Facilities in South Pasadena within 0.5 mile of Build Alternatives**

Name	Address	Operator	Size (acres)	Amenities
Eddie Park and House	2017 Edgewood Drive	City of South Pasadena	1.0	The park provides a playground and an open grass area.
Garfield Park	1750 Mission Street	City of South Pasadena	7.6	The park provides tennis courts, a playground, and a garden area.
Library Park	1102 Oxley Street	City of South Pasadena	3.2	The park provides tennis courts, a half basketball court, a playground, and a baseball field.
Orange Grove Park and Recreation Building	815 Mission Street	City of South Pasadena	2.5	The park provides a lighted softball and soccer field, two lighted tennis courts, picnic tables, a small playground, drinking fountains, bleachers, and a bicycle rack. The first floor of the Recreation Center is used for recreation and day care programs. The second floor contains a meeting room and a small teen center.
South Pasadena Senior Center	1102 Oxley Street	City of South Pasadena	2.5	The Senior Center offers social activities and programs for seniors, educational classes, crafts, games, meals, and fitness activities using the walking paths at the facility.
War Memorial Park	435 Fair Oaks Avenue	City of South Pasadena	1.8	The two-story War Memorial Building is a City of South Pasadena cultural heritage landmark. The large multipurpose room on the second floor is used for events such as banquets and meeting for large groups and includes a kitchen. The first floor contains smaller meeting rooms, storage space, and restrooms. The Park also includes a landscaped memorial garden and on-site parking.
YMCA South Pasadena/San Marino	1605 Garfield Avenue	Private	–	The facility provides a fitness center, exercise studio, cycling room, indoor heated pool, weight room, child activity center, and multipurpose rooms.

Source 1: Thomas Brothers 2009, United States Parks Layer.

Source 2: City of South Pasadena, Parks and Facilities, <http://www.ci.south-pasadena.ca.us/index.aspx?page=62>, accessed July 22, 2013.

Source 3: City of South Pasadena, Senior Services, <http://www.ci.south-pasadena.ca.us/index.aspx?page=72>, accessed November 14, 2013.

Source 4: YMCA South Pasadena/San Marino, <http://www.ymcala.org/south-pasadena-san-marino>, accessed November 14, 2013.

YMCA = Young Men's Christian Association

TABLE 5.30.13:  
**Existing Bus Service in South Pasadena**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headings	
							Peak	Off-Peak
79	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Huntington Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Westfield Santa Anita</li> <li>• Arcadia</li> </ul>	20-30	40-45
176	Metro	Local	E-W	Mon.–Fri. <sup>2</sup>	Pasadena Avenue, Mission Street, Garfield Avenue, Main Street, Mission Drive, Garvey Avenue, Rosemead Boulevard, Valley Boulevard	<ul style="list-style-type: none"> <li>• Highland Park</li> <li>• LA County Social Services</li> <li>• San Gabriel Mission</li> <li>• El Monte Station</li> <li>• The Shops at Montebello</li> </ul>	30	45
260	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station</li> </ul>	16-20	24-60
485	Metro	Express	N-S	Mon.–Fri. <sup>1</sup>	Lake Avenue, Huntington Drive, Fremont Avenue, Valley Boulevard	<ul style="list-style-type: none"> <li>• Altadena</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center Station</li> <li>• Union Station</li> </ul>	40	60
762	Metro	Rapid	N-S	Mon.–Fri. <sup>1</sup>	Fair Oaks Avenue, Huntington Drive, Atlantic Boulevard	<ul style="list-style-type: none"> <li>• Memorial Park Gold Line Station</li> <li>• Del Mar Gold Line Station</li> <li>• Fillmore Gold Line Station</li> <li>• South Pasadena Gold Line Station</li> <li>• East LA College</li> <li>• Atlantic Gold Line Station</li> <li>• Artesia Blue Line Station in Compton</li> </ul>	25	30-60
30	MBL	Local	N-S	Mon.–Sun. <sup>3</sup>	Garfield Avenue	<ul style="list-style-type: none"> <li>• Garfield Medical Center</li> <li>• Montebello/Commerce Metrolink Station</li> </ul>	45	-

Source 1: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Montebello Bus Lines, Montebello Bus Lines Schedules, <http://www.cityofmontebello.com/depts/transit/bus/schedules.asp>, accessed August 6, 2013.

<sup>1</sup> Schedule effective June 23, 2013.

<sup>2</sup> Schedule effective December 11, 2011.

<sup>3</sup> Schedule effective June 27, 2013.

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

LA = Los Angeles

MBL = Montebello Bus Lines

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sun. = Sunday

USC = University of Southern California

W = West

In addition to the bus service described in Table 5.30.13, Metro operates the Gold Line, a 19.7 mi light rail line that provides service from the Sierra Madre Villa Station in Pasadena to Union Station in Los Angeles and then eastward to the Atlantic Station in East Los Angeles, within South Pasadena. The Gold Line has a station within South Pasadena at 805 South Meridian Avenue (South Pasadena Station).

### 5.30.5.7 Utilities

Table 5.30.14 provides a list of the utility service providers in the City of South Pasadena.

TABLE 5.30.14:  
**South Pasadena Utility Service Providers**

Service	Provider
Cable/TV	Multiple Providers
Electricity	Southern California Edison
Gas	Southern California Gas Company
Sewer	City of South Pasadena Department of Public Works
Solid Waste	Athens Disposal
Telephone	Multiple Providers
Water	Global Water

Source: City of South Pasadena, Departments: Finance, <http://www.ci.south-pasadena.ca.us/index.aspx?page=219>, accessed November 8, 2013.

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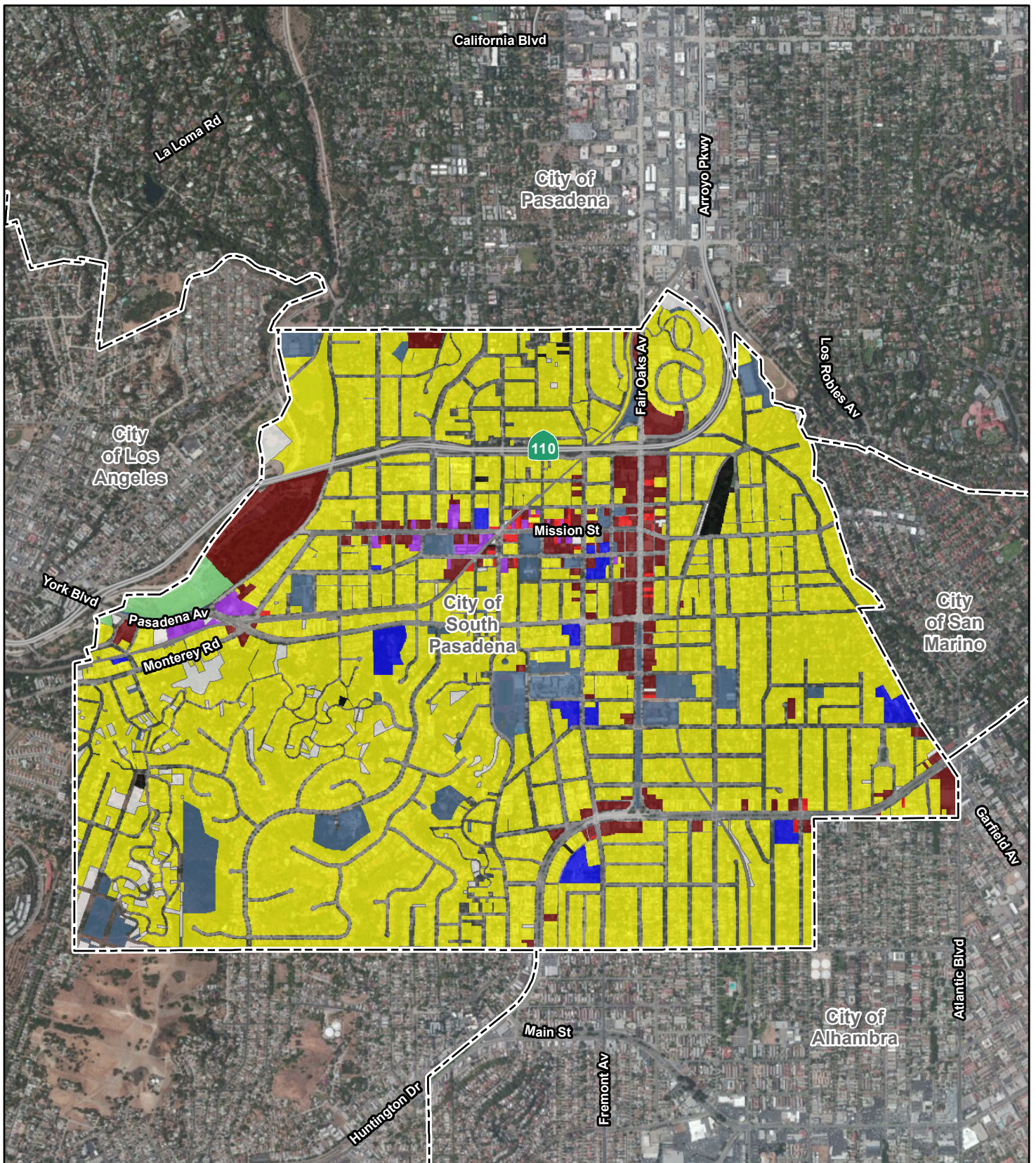


FIGURE 5.30-1

LEGEND

City Boundary

Existing Land Use

Residential

Commercial and Services

Mixed Commercial

Industrial

Institutional

Public

Transportation and Utilities

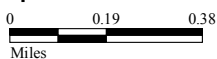
Agricultural

Mining and Extraction

Open Space and Recreation

Other

Vacant



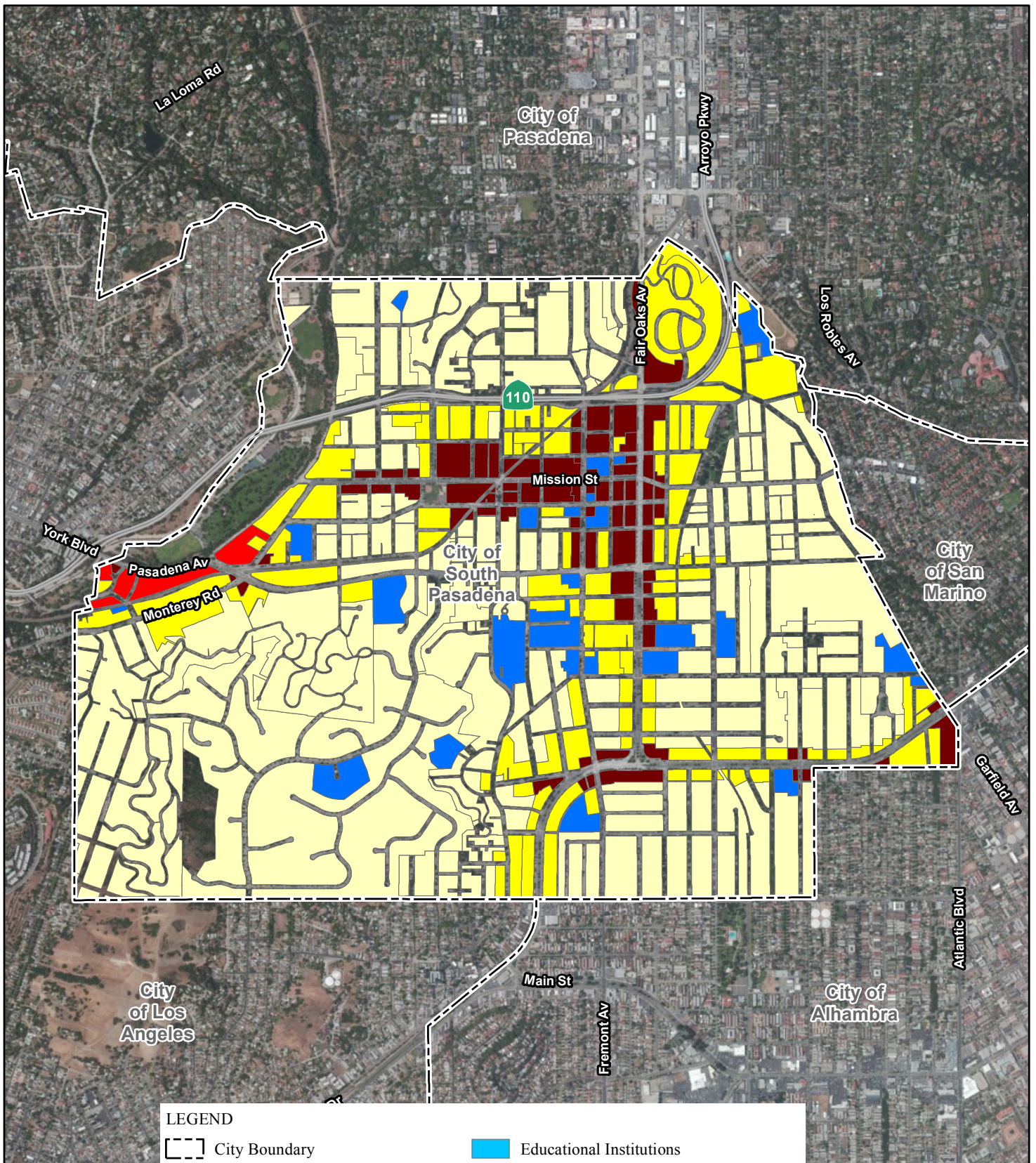
SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)

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SR 710 North Study  
 South Pasadena  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
 EFIS 0700000191

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**LEGEND**

City Boundary	Educational Institutions
<b>General Plan Land Use</b>	Public Facilities
Single Family Residential	Mixed Urban
Multi-Family Residential	Local Parks, Open Space, and Recreation
Commercial/Office	Cemeteries
Mixed Commercial and Industrial	Transportation
Industrial	

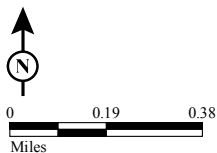


FIGURE 5.30-2

SR 710 North Study  
 South Pasadena  
 General Plan Land Uses  
 07-LA-710 (SR 710)  
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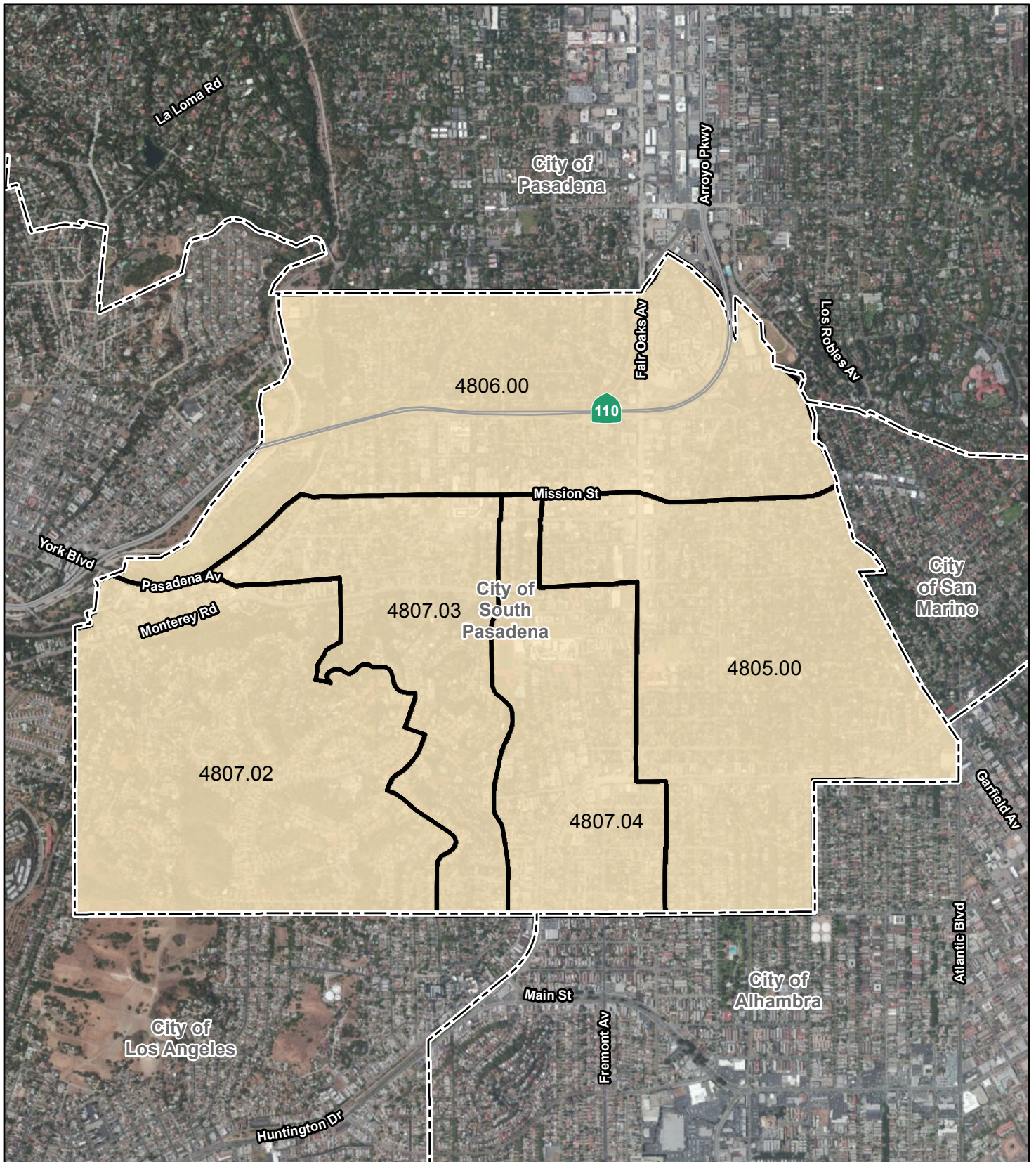
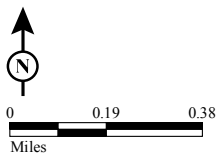
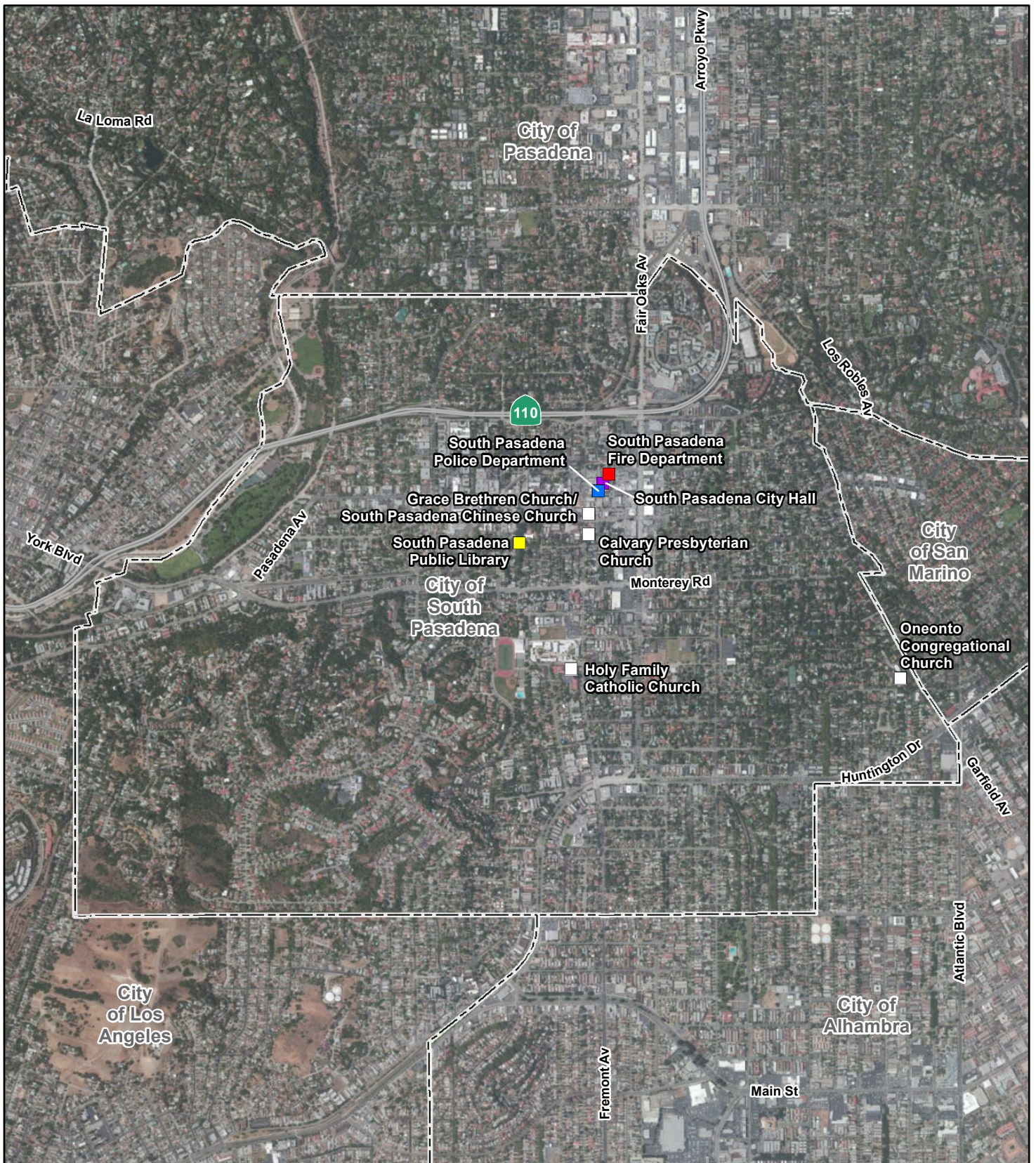


FIGURE 5.30-3

LEGEND  
 [Dashed Line] City Boundary  
 [Solid Line] 2010 Census Tract Boundary

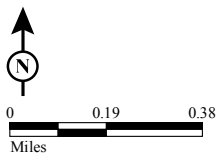


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LEGEND

- Police
- Fire Station
- Library
- Other Government Facilities
- Place of Worship
- City Boundary



SOURCE: Microsoft (5/2010); LA County (2013)

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FIGURE 5.30-4

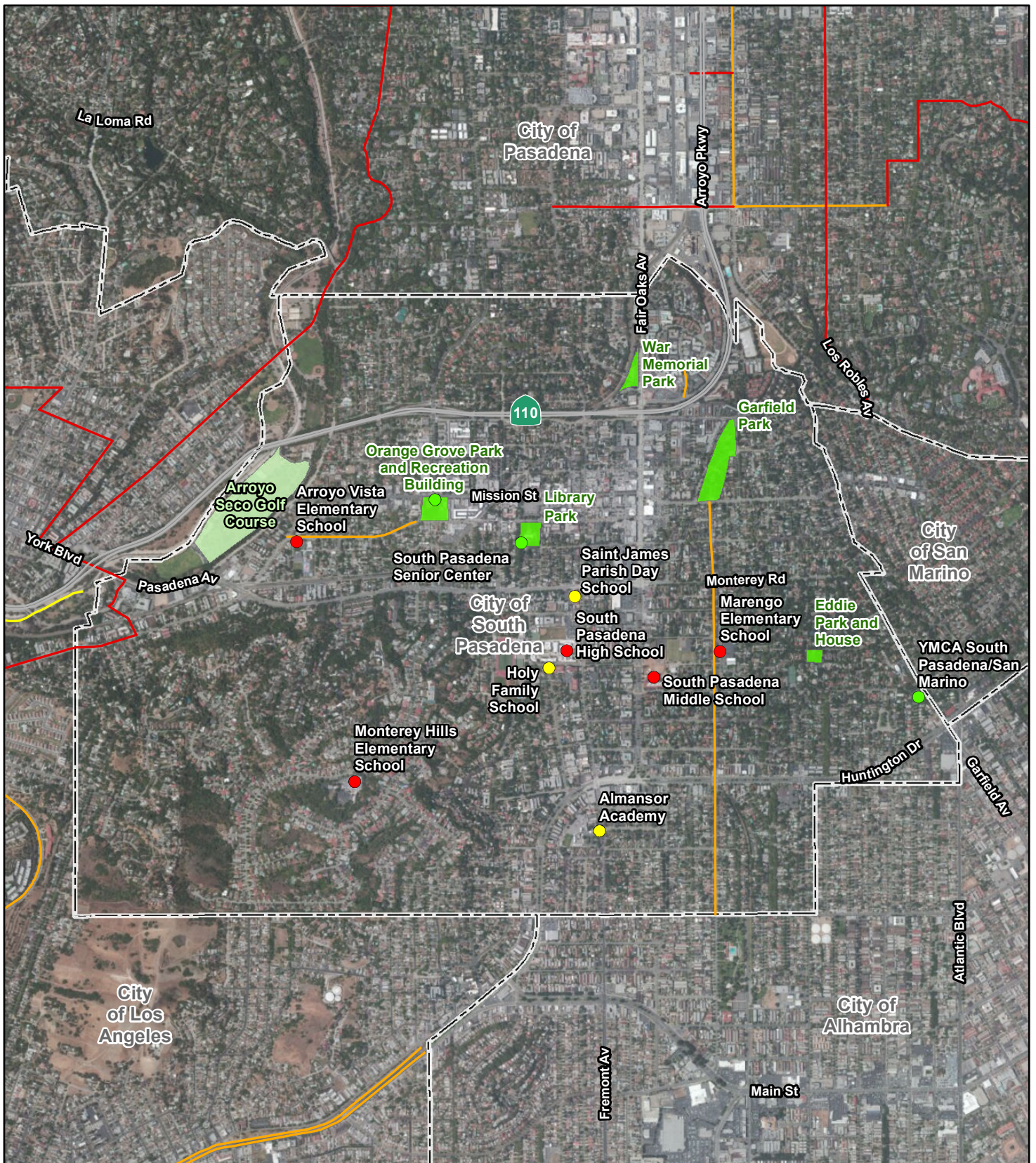
SR 710 North Study  
 South Pasadena Community Services  
 and Facilities

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LEGEND

- Public School
- Private School
- Recreation Facility
- Park
- Golf Course
- City Boundary
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway

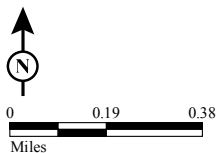


FIGURE 5.30-5

SR 710 North Study  
South Pasadena Schools, Parks,  
and Recreation Facilities

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## 5.31 Temple City

### 5.31.1 Introduction

#### 5.31.1.1 Location

The City of Temple City is located in the east-central part of the study area for the SR 710 North Study, and is bordered by the City of Arcadia to the north and east, the unincorporated community of North El Monte to the east, the Cities of Rosemead and El Monte to the south, and the City of San Gabriel and the unincorporated communities of East Pasadena and East San Gabriel to the north and west. The City of Temple City is approximately 4.0 sq mi in size. Figure 5.1-1, provided earlier, illustrates the location of the City of Temple City within the study area for the SR 710 North Study.

#### 5.31.1.2 History

The City of Temple City was founded in 1923 when Walter P. Temple purchased 400 ac of land 4 mi east of San Gabriel that was part of Lucky Baldwin's Rancho Santa Anita<sup>1</sup>. Temple envisioned building a community where medium-income people could afford to live and own their own homes. He divided the area into lots and laid out plans for what is now known as Temple City Park along Las Tunas Drive. Temple initiated bonds for the development of streets and electricity and petitioned the Pacific Electric Railway Company to extend the Los Angeles-to-Alhambra rail line to a depot adjacent to the park. This rail line extension contributed to the growth of Temple City. The town was originally named the City of Temple, but in 1926, the Postmaster General demanded that the name be changed to Temple City because the town's mail was being delivered to Tempe, Arizona. In 1936, the town was officially designated Temple City; however, it remained a city in name only until a post-World War II population explosion resulted in the incorporation of the community in 1960.<sup>2</sup>

### 5.31.2 Land Use and Planning

Designated land uses are summarized from the General Plan of the City of Temple City. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

#### 5.31.2.1 Existing Land Uses

The existing land uses in the City of Temple City are illustrated on Figure 5.31-1. The acreage and percentage of existing land uses in the City of Temple City are shown in Table 5.31.1. Table 5.31.1 is based on land use classification data provided by the Los Angeles County Assessor's Office.

As indicated in Table 5.31.1, residential uses are the primary land use in the City of Temple City, comprising 84 percent of the land within the City, followed by commercial and services uses (5 percent) and public uses (5 percent). As shown on Figure 5.31-1 and described in Table 5.31.1, 16.5 ac (1 percent) of the land in the City are vacant.

<sup>1</sup> Temple City Chamber of Commerce, *History of Temple City*, <http://www.templecitychamber.org/history.html>, accessed March 14, 2013.

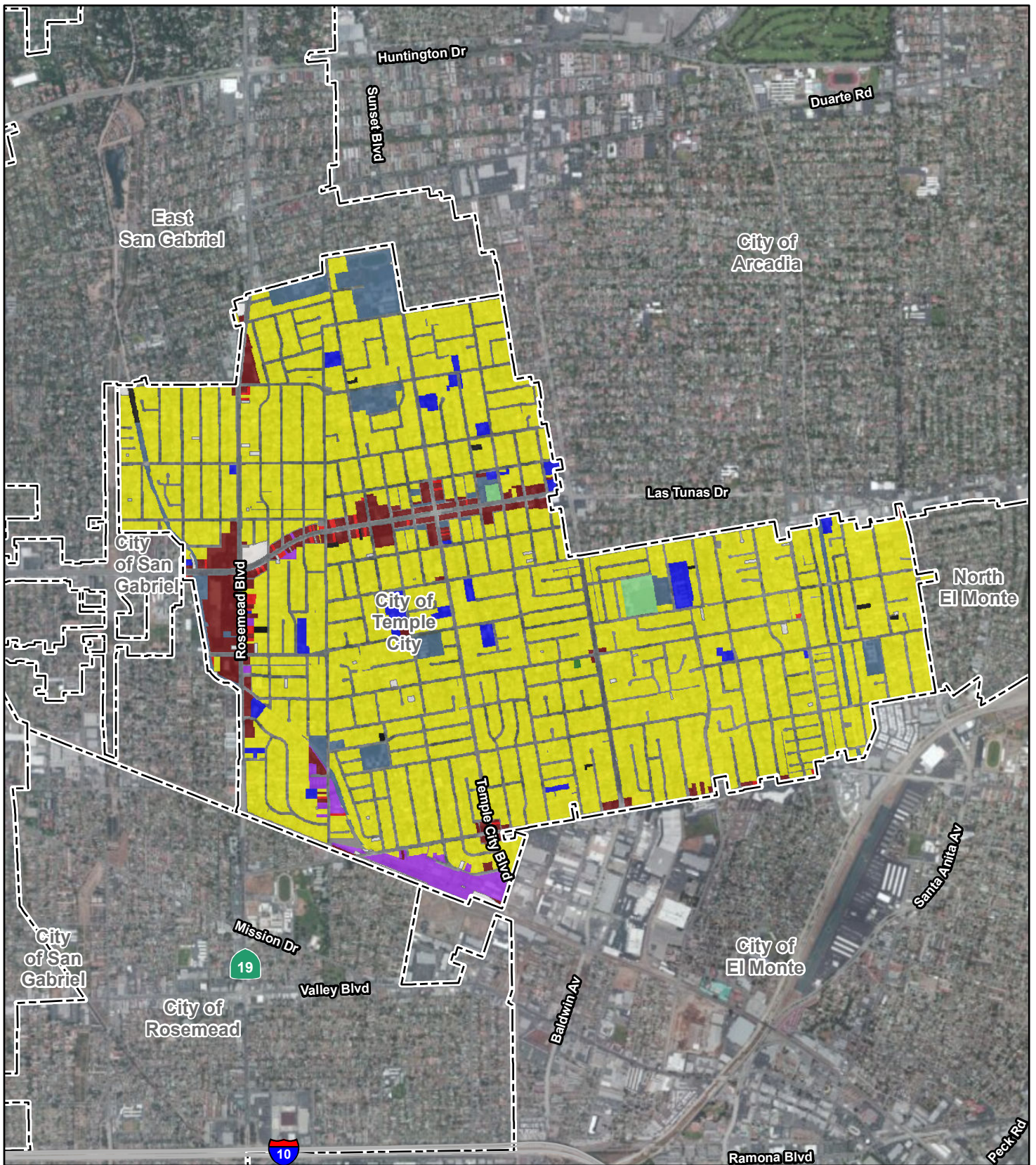
<sup>2</sup> City of Temple City, *History of Temple City*, [www.ci.temple-city.ca.us/rsvp.asp](http://www.ci.temple-city.ca.us/rsvp.asp), accessed March 14, 2013.

TABLE 5.31.1:  
**Temple City Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	0.5	0
Commercial and Services	99.6	5
Industrial	35.7	2
Institutional	45.8	2
Mixed Commercial	8.2	0
Open Space and Recreation	12.5	1
Other	6.1	0
Public	96.1	5
Residential	1,710.9	84
Transportation and Utilities	11.8	1
Vacant	16.5	1
<b>Total</b>	<b>2,043.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.



LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |

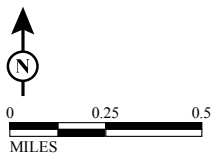


FIGURE 5.31-1

SR 710 North Study  
 Temple City  
 Existing Land Uses  
 07-LA-710 (SR 710)  
 EA 187900  
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## 5.32 Unincorporated San Gabriel Valley Communities

### 5.32.1 Introduction

As described in Section 5.1 of this CIA, for analysis purposes, the profile prepared for the Unincorporated San Gabriel Valley Communities addresses the area comprising five unincorporated communities of Los Angeles County: East San Gabriel, East Pasadena, Mayflower Village, North El Monte, and San Pasqual. These unincorporated communities have all been identified as CDPs, which are unincorporated areas of Los Angeles County that have been delineated cooperatively by local officials and the United States Census Bureau for statistical purposes.

#### 5.32.1.1 Location

As discussed above and described below, the Unincorporated San Gabriel Valley Communities are comprised of the unincorporated communities of East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual. Figure 5.1-1, provided earlier, illustrates the locations of the Unincorporated San Gabriel Valley Communities within the study area for the SR 710 North Study.

- **East Pasadena** is located in the north-central part of the study area for the SR 710 North Study, and is bordered by the City of Pasadena to the northwest, the City of San Marino to the west, the unincorporated community of East San Gabriel to the south, and the City of Arcadia to the east. The unincorporated community of East Pasadena is approximately 1.3 sq mi in size.
- **East San Gabriel** is located in the north-central part of the study area for the SR 710 North Study, and is bordered by unincorporated East Pasadena to the north, the City of San Marino to the west, the City of San Gabriel to the southwest, the City of Temple City to the southeast, and the City of Arcadia to the northeast. The unincorporated community of East San Gabriel is approximately 1.6 sq mi in size.
- **Mayflower Village** is located in the northeast part of the study area for the SR 710 North Study, and is bordered by the City of Monrovia to the north, the Cities of Duarte and Irwindale to the east, and the City of Arcadia to the west and southwest. The unincorporated community of Mayflower Village is approximately 0.7 sq mi in size.
- **North El Monte** is located in the east-central part of the study area for the SR 710 North Study, and is bordered by the City of Arcadia to the north and east, the City of El Monte to the south, and the City of Temple City to the west. The unincorporated community of North El Monte is approximately 0.4 sq mi in size.
- **San Pasqual** is located in the north-central part of the study area for the SR 710 North Study, and is bordered by the City of Pasadena to the east, north, and west, and the City of San Marino to the south. The unincorporated community of San Pasqual is approximately 0.3 sq mi in size.

#### 5.32.1.2 History

The San Gabriel Valley was first settled by the Tongva Native Americans on the land along the Rio Hondo River, which is a branch of the San Gabriel River. In 1771, Franciscan missionaries Father Angel Somera and Father Pedro Cambon founded the Mission San Gabriel Archangel. The rich fertile soil provided the mission and the valley with vineyards and agricultural crops such as grapes, citrus fruits, grain, and wine.

By the close of the Mexican War (1846–1847) and with the secularization of the mission, the surrounding land operated under the rancho system. The following ranchos were established in the San Gabriel Valley: Rancho San Antonio, Rancho La Merced, Rancho Paso de Bartolo, and Rancho San Pascual. The main industry of the ranchos was the raising of cattle.

In the late 1800s, Chinese, Japanese, Filipino, and South Asian pioneers also began to settle in the area. Their arrival added an ethnic diversity and culture that remains in the San Gabriel Valley today.

Gradually, agriculture gave way to residential developments and commercial and industrial enterprises. In the 1960s, many of the San Gabriel Valley firms manufactured component parts for the burgeoning Southern California aerospace industry.

## 5.32.2 Land Use and Planning

Designated land uses are summarized from the Los Angeles County General Plan for the Unincorporated San Gabriel Valley Communities. The General Plan was reviewed to understand the development trends, land use-related goals, and specific City policies that could affect or be affected by the proposed project.

### 5.32.2.1 Existing Land Uses

The existing land uses in the Unincorporated San Gabriel Valley Communities are illustrated on Figure 5.32-1. The acreage and percentage of existing land uses in the Unincorporated San Gabriel Valley Communities are shown in Table 5.32.1. Table 5.32.1 is based on land use classification data provided by the Los Angeles County Assessor’s Office.

TABLE 5.32.1:

**Unincorporated San Gabriel Valley Communities Existing Land Uses**

Land Use	Acreage <sup>1</sup>	Percent <sup>1</sup>
Agricultural	2.5	0
Commercial and Services	80.0	3
Industrial	16.9	1
Institutional	44.3	2
Mixed Commercial	5.9	0
Other	12.9	0
Public	69.0	2
Residential	2,394.2	87
Transportation and Utilities	62.5	2
Vacant	72.4	3
<b>Total</b>	<b>2,760.6</b>	<b>100</b>

Source: County of Los Angeles, Office of the Assessor, 2012–2013 Assessment Roll, July 11, 2012.

<sup>1</sup> Total may not add up due to numbers being rounded.

As indicated in Table 5.32.1, residential uses are the primary land use in the Unincorporated San Gabriel Valley Communities, comprising 87 percent of the land, followed by commercial and services uses (3 percent). As shown on Figure 5.32-1 and described in Table 5.32.1, approximately 72.4 ac (3 percent) of the land in the Unincorporated San Gabriel Valley Communities are vacant.

### 5.32.2.2 General Plan Land Uses

General Plan land use designations for the Unincorporated San Gabriel Valley Communities, which guide future development, are illustrated on Figure 5.32-2. Because General Plan land uses reflect planned land use patterns within a jurisdiction's boundaries, they sometimes differ from the jurisdiction's existing land use patterns. General Plan land use data are based on the General Plan Land Use map published by the County of Los Angeles and compiled by SCAG into generalized land use designations incorporated in the RTP.

Of the 72.4 ac of vacant land in the Unincorporated San Gabriel Valley Communities, approximately 32 ac are designated for public facility uses; 32 ac are designated for single-family residential uses, and 7.5 ac are designated for local parks, open space, and recreation uses. The remaining 0.9 ac is designated for multifamily residential, commercial/office and mixed urban uses.

### 5.32.2.3 Adopted Goals and Policies

The following excerpted objectives and policies from the County of Los Angeles General Plan are relevant to the SR 710 North Study:

- **Urban Form Policy (1980)**
  - **Policy 34:** Promote the development of an improved public transportation system to link regional centers.
- **Transportation Policy (1980)**
  - **Policy 48:** Emphasize development of an improved public transportation system that will support urban revitalization.
  - **Policy 50:** Support the development of a transportation system that will make a positive contribution to the improvement of air quality.
  - **Policy 51:** Promote the completion of gaps or missing segments in partially completed freeways.
  - **Policy 52:** Provide for more efficient multimodal use of the current freeway system.

### 5.32.2.4 Development Trends and Growth

The Unincorporated San Gabriel Valley Communities encompass an area of 5.4 sq mi. As of 2010,<sup>1</sup> the Unincorporated San Gabriel Valley Communities had 32,297 residents.

The Unincorporated San Gabriel Valley Communities are primarily built-out communities. While the County's General Plan Land Use Element (1980) contains policies to promote quality development within the Unincorporated San Gabriel Valley Communities, the communities have very little vacant land available for new development (refer to Figure 5.32-1). Any future development would likely involve infill development or the recycling of land that is currently occupied by existing homes or businesses.

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<sup>1</sup> United States Census Bureau, 2010 Census data, East Pasadena CDP, East San Gabriel CDP, Mayflower Village CDP, North El Monte CDP, and San Pasqual CDP, California; Table P-1, [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_SF1\\_P1&prodType=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_P1&prodType=table), accessed August 7, 2013.

Table 5.32.2 shows population data for four of the five CDPs<sup>1</sup> comprising the Unincorporated San Gabriel Valley Communities area. As illustrated by Table 5.32.2, between 1990 and 2000, the population within the Unincorporated San Gabriel Valley Communities increased by 8.6 percent, from 27,008 to 29,341.<sup>2</sup> Between 2000 and 2010, the population within the Unincorporated San Gabriel Valley Communities increased by 3.1 percent to 30,256.<sup>3</sup>

TABLE 5.32.2:  
**Historical Population Growth in the Unincorporated San Gabriel Valley Communities**

Census Designated Place	1990	2000	2010	Growth 1990 to 2000	Growth 2000 to 2010
East Pasadena	5,910	6,045	6,144	2.3%	1.6%
East San Gabriel	12,736	14,512	14,874	13.9%	2.5%
Mayflower Village	4,978	5,081	5,515	2.1%	8.5%
North El Monte	3,384	3,703	3,723	9.4%	0.5%
<b>Total</b>	<b>27,008</b>	<b>29,341</b>	<b>30,256</b>	<b>8.6%</b>	<b>3.1%</b>

Source: California Department of Finance, Historical Census Populations of Counties and Incorporated Cities in California, 1850–2010, [http://www.dof.ca.gov/research/demographic/state\\_census\\_data\\_center/historical\\_census\\_1850-2010/view.php](http://www.dof.ca.gov/research/demographic/state_census_data_center/historical_census_1850-2010/view.php), accessed August 7, 2013.

As part of its 2012 RTP Growth Forecast, SCAG prepared growth projections for the unincorporated areas of Los Angeles County; however, SCAG did not prepare growth projections for each individual unincorporated area or CDP. Consequently, SCAG’s growth projections forecast growth anticipated to occur in the unincorporated areas of Los Angeles County as a whole.

Table 5.32.3 provides the growth projections (population, households, and employment) for unincorporated Los Angeles County from 2008 to 2035 as compared to Los Angeles County as a whole. According to SCAG, the population of the unincorporated areas of Los Angeles County is forecast to increase from 1,052,800 in 2008 to 1,399,500 by 2035. As shown in Table 5.32.3, the County’s unincorporated areas are projected to experience considerably more population, household, and employment growth than the overall County over the next two decades; however, the majority of this forecast growth is anticipated to occur in the northern and High Desert regions of the County rather than in built-out areas like the Unincorporated San Gabriel Valley Communities.

TABLE 5.32.3:  
**Unincorporated San Gabriel Valley Communities Growth Trends**

	2008	2020	2035	Projected 2008-2035 Growth Rate
<b>Los Angeles County</b>				
Population	9,778,000	10,404,000	11,353,000	16.1%
Households	3,228,000	3,513,000	3,852,000	19.3%
Employment	4,340,000	4,558,000	4,827,000	11.2%
<b>Unincorporated Los Angeles County</b>				
Population	1,052,800	1,159,100	1,399,500	32.9%
Households	298,100	336,100	405,500	36.0%
Employment	237,000	266,100	318,100	34.2%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.

<sup>1</sup> San Pasqual is not shown in Table 5.32.2 because data are not available for this CDP; however, as of the 2010 Census, the population for the San Pasqual CDP was 2,041.

<sup>2</sup> United States Census Bureau, 1990 Census of Population, General Population Characteristics, California, 1990 CP-1-6; and United States Census Bureau 2000, Summary File 1.

<sup>3</sup> United States Census Bureau 2010, Summary File 1.



### 5.32.3 Community Character and Cohesion

As described in Section 5.1 of this CIA, the methodology for evaluating community cohesion involves comparing relevant census data sets for the communities within the study area against similar County-wide data to determine if the community and the census tracts within it exhibit higher degrees of ethnic homogeneity, higher homeownership rates, larger household sizes, and higher percentages of transit-dependent, elderly, and long-term residents than the County overall. The discussion that follows presents the results of this analysis for the Unincorporated San Gabriel Valley Communities and the 13 census tracts inside their boundaries (refer to Figure 5.32-3 for census tract locations).

#### 5.32.3.1 Race and Ethnicity

Table 5.32.4 shows the racial and ethnic composition of the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2010 Census data).

TABLE 5.32.4:

**Unincorporated San Gabriel Valley Communities Racial Demographics**

Area	White	Black/ African American	American Indian/Native Alaskan	Asian	Native Hawaiian/ Pacific Islanders	Some Other Race	Total Racial Minority Population (Non-White) <sup>1</sup>
Los Angeles County	50.3%	8.7%	0.7%	13.7%	0.3%	21.8%	49.7%
East Pasadena	<b>51.8%</b>	3.0%	<b>0.8%</b>	<b>25.9%</b>	0.1%	13.9%	48.2%
East San Gabriel	33.9%	1.6%	0.4%	<b>49.9%</b>	0.0%	10.8%	<b>66.1%</b>
Mayflower Village	<b>53.1%</b>	1.5%	0.5%	<b>31.4%</b>	0.1%	8.9%	46.9%
North El Monte	47.5%	0.9%	0.3%	<b>38.6%</b>	0.1%	9.0%	<b>52.5%</b>
San Pasqual	<b>65.9%</b>	3.1%	0.3%	<b>21.5%</b>	0.0%	5.1%	34.1%
<b>Census Tracts in the Unincorporated San Gabriel Valley Communities</b>							
4312 <sup>2</sup>	50.3%	8.4%	0.7%	6.8%	0.1%	<b>29.4%</b>	49.7%
4313	<b>58.9%</b>	2.9%	0.3%	<b>20.9%</b>	0.0%	12.9%	41.1%
4314 <sup>2</sup>	46.4%	1.6%	0.7%	<b>38.6%</b>	0.1%	7.9%	<b>53.6%</b>
4315.02 <sup>2</sup>	47.6%	1.1%	0.5%	<b>36.6%</b>	0.1%	10.9%	<b>52.4%</b>
4318 <sup>2</sup>	35.4%	1.2%	0.6%	<b>57.0%</b>	0.1%	3.0%	<b>64.6%</b>
4631.01	<b>52.9%</b>	3.2%	<b>1.1%</b>	<b>24.3%</b>	0.3%	13.8%	47.1%
4631.02 <sup>2</sup>	<b>51.3%</b>	2.8%	0.5%	<b>26.8%</b>	0.0%	14.0%	48.7%
4633	<b>65.9%</b>	3.1%	0.3%	<b>21.5%</b>	0.0%	5.1%	34.1%
4800.02 <sup>2</sup>	39.1%	0.8%	0.1%	<b>50.9%</b>	0.0%	5.2%	<b>60.9%</b>
4800.11	32.9%	2.0%	0.5%	<b>44.9%</b>	0.0%	17.1%	<b>67.1%</b>
4800.12 <sup>2</sup>	30.7%	1.4%	0.5%	<b>56.3%</b>	0.0%	7.7%	<b>69.3%</b>
4801.02 <sup>2</sup>	32.1%	1.7%	0.3%	<b>53.6%</b>	0.0%	8.6%	<b>67.9%</b>
4812.02 <sup>2</sup>	24.5%	1.3%	0.5%	<b>51.2%</b>	0.0%	19.3%	<b>75.5%</b>

Source: United States Census Bureau, 2010 Census, Table DP-1.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/ Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Census tracts include multiple jurisdictions.

As shown in Table 5.32.4, racial minorities comprise a slightly larger share of the population in two of the Unincorporated San Gabriel Valley Communities (East San Gabriel at 66.1 percent and North El Monte at 52.5 percent) than the County overall (49.7 percent). Asians comprise a considerably larger percentage of the population in each of the five areas comprising the Unincorporated San Gabriel Valley Communities than the County overall (13.7 percent). Although the racial demographics of the 13 census tracts in the Unincorporated San Gabriel Valley Communities vary somewhat, racial minorities account for approximately 34 to 76 percent of the population in those

census tracts. In the Unincorporated San Gabriel Valley Communities, 8 of the 13 census tracts have a higher percentage of racial minorities than the County.

Table 5.32.5 shows the Hispanic/Latino population and a summary of the other community cohesion indicators for the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2010 Census data). As shown in Table 5.32.5, Hispanics/Latinos comprise a smaller share of the population in each of the five areas which comprise the Unincorporated San Gabriel Valley Communities than the County overall (47.7 percent). Table 5.32.5 also shows that Hispanics/Latinos comprise between approximately 14 and 74 percent of the population in the 13 census tracts in Unincorporated San Gabriel Valley Communities. Although the Unincorporated San Gabriel Valley Communities' Hispanic/Latino population is lower than the County overall, 1 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities each has a higher percentage of Hispanics/Latinos than the County.

TABLE 5.32.5:  
**Unincorporated San Gabriel Valley Communities Community Cohesion Indicators**

Area	Racial Minority Population <sup>1</sup>	Hispanic/Latino Population <sup>2</sup>	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population <sup>3</sup>	Long-Term Residents (Moved in 1999 or Earlier) <sup>4</sup>
Los Angeles County	49.7%	47.7%	47.7%	10.9%	2.98	25.2%	39.6%
<b>Unincorporated San Gabriel Valley Communities</b>							
East Pasadena	48.2%	34.8%	<b>68.5%</b>	<b>15.6%</b>	2.92	12.7%	<b>53.2%</b>
East San Gabriel	<b>66.1%</b>	24.9%	<b>57.2%</b>	<b>13.6%</b>	2.90	20.8%	<b>48.3%</b>
Mayflower Village	46.9%	27.6%	<b>81.8%</b>	<b>13.7%</b>	2.89	7.4%	<b>53.6%</b>
North El Monte	<b>52.5%</b>	26.9%	<b>75.4%</b>	<b>16.4%</b>	2.93	15.3%	<b>51.8%</b>
San Pasqual	34.1%	17.7%	<b>58.6%</b>	<b>13.9%</b>	2.25	6.3%	<b>45.8%</b>
<b>Census Tracts in the Unincorporated San Gabriel Valley Communities</b>							
4312 <sup>5</sup>	49.7%	<b>73.7%</b>	<b>73.7%</b>	8.0%	<b>4.27</b>	24.0%	<b>57.7%</b>
4313	41.1%	31.9%	<b>70.0%</b>	10.4%	<b>3.00</b>	9.8%	<b>54.5%</b>
4314 <sup>5</sup>	<b>53.6%</b>	25.6%	<b>80.6%</b>	<b>14.9%</b>	2.82	7.9%	<b>51.5%</b>
4315.02 <sup>5</sup>	<b>52.4%</b>	32.3%	<b>71.1%</b>	<b>14.8%</b>	<b>2.99</b>	18.4%	<b>48.8%</b>
4318 <sup>5</sup>	<b>64.6%</b>	14.4%	<b>58.9%</b>	<b>20.3%</b>	2.78	<b>26.9%</b>	38.7%
4631.01	47.1%	34.6%	<b>60.6%</b>	<b>13.6%</b>	2.68	9.7%	<b>51.7%</b>
4631.02 <sup>5</sup>	48.7%	34.9%	<b>74.0%</b>	<b>16.9%</b>	<b>3.09</b>	14.6%	<b>54.3%</b>
4633	34.1%	17.7%	<b>58.6%</b>	<b>13.9%</b>	2.25	6.3%	<b>45.8%</b>
4800.02 <sup>5</sup>	<b>60.9%</b>	17.5%	<b>81.2%</b>	<b>19.5%</b>	2.87	13.1%	<b>55.0%</b>
4800.11	<b>67.1%</b>	33.0%	41.5%	<b>11.5%</b>	2.89	<b>32.2%</b>	<b>41.5%</b>
4800.12 <sup>5</sup>	<b>69.3%</b>	17.7%	<b>56.1%</b>	<b>12.1%</b>	2.91	17.0%	<b>49.9%</b>
4801.02 <sup>5</sup>	<b>67.9%</b>	24.8%	<b>65.6%</b>	<b>14.6%</b>	<b>2.99</b>	14.3%	<b>54.6%</b>
4812.02 <sup>5</sup>	<b>75.5%</b>	37.0%	<b>48.9%</b>	10.9%	<b>3.38</b>	13.9%	<b>52.3%</b>

Source 1: United States Census Bureau, 2010 Census, Table DP-1.

Source 2: United States Census Bureau, 2007–2011 ACS, Table DP03.

Note: **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>1</sup> Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

<sup>2</sup> Persons of Hispanic/Latino Origin may be of any race.

<sup>3</sup> The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2007–2011 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2007–2011 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2007–2011 ACS), and then dividing the difference by the population aged 15 and over.

<sup>4</sup> Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2007–2011 ACS.

<sup>5</sup> Census tracts include multiple jurisdictions.

ACS = American Community Survey

### 5.32.3.2 Housing Occupancy

Table 5.32.5, provides the percentage of owner-occupied residences in the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2010 Census data). As shown in Table 5.32.5, the percentage of owner-occupied residences in each of the five areas comprising the Unincorporated San Gabriel Valley Communities is considerably higher than the County overall (47.7 percent). Table 5.32.5 also shows that between approximately 42 and 81 percent of the residences in the 13 census tracts in Unincorporated San Gabriel Valley Communities are owner-occupied, and that 12 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities have a higher percentage of owner-occupied residences than the County overall.

### 5.32.3.3 Elderly Residents

Table 5.32.5 shows the percentage of the population that is elderly (65 years old or older) in the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2010 Census data). As shown in Table 5.32.5, elderly residents comprise a larger share of the population in each of the five areas comprising the Unincorporated San Gabriel Valley Communities than the County overall (10.9 percent). Table 5.32.5 also shows that elderly residents comprise between approximately 8 and 20 percent of the population in the 13 census tracts in the Unincorporated San Gabriel Valley Communities, and that 10 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities have a higher percentage of elderly residents than the County overall.

### 5.32.3.4 Household Size

Table 5.32.5 shows the average household size in the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2010 Census data). As shown in Table 5.32.5, the average household size in each of the five areas comprising the Unincorporated San Gabriel Valley Communities is slightly smaller than the County overall (2.98 persons). Table 5.32.5 also shows that the average household size in the 13 census tracts in the Unincorporated San Gabriel Valley Communities ranges from 2.25 to 4.27 persons per household, and that 6 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities have a larger average household size than the County overall.

### 5.32.3.5 Transit Dependency

Table 5.32.5 shows the percentage of the population that is transit-dependent in the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities (based on 2007–2011 ACS data). As shown in Table 5.32.5, the transit-dependent population comprises a smaller share of the population in each of the five areas comprising the Unincorporated San Gabriel Valley Communities than the County overall (25.2 percent). Table 5.32.5 also shows that the transit-dependent population in the 13 census tracts in the Unincorporated San Gabriel Valley Communities ranges from approximately 6 to 32 percent of the population, and that 2 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities have a higher percentage of transit-dependent residents than the County overall.

### 5.32.3.6 Housing Tenure

Table 5.32.5 also shows the percentages of the populations in the County, the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in the Unincorporated San Gabriel Valley Communities who have lived in their current residence for more than 10 years and therefore can be considered long-term residents (based on 2007–2011 ACS data). As shown in Table 5.32.5, long-term residents comprise a larger share of the population in each of the five areas comprising the Unincorporated San Gabriel Valley Communities than the County overall (39.6 percent). Table 5.32.5 also shows that the percentage of long-term residents in the 13 census tracts in the Unincorporated San Gabriel Valley Communities ranges from approximately 39 to 58 percent of the population, and that 12 of the 13 census tracts in the Unincorporated San Gabriel Valley Communities each has a higher percentage of long-term residents than the County overall.

### 5.32.3.7 Summary

As shown in Table 5.32.5 and described above, two of the Unincorporated San Gabriel Valley Communities (East San Gabriel and North El Monte) have a higher percentage of racial minorities than the County overall and that all five of the areas which comprise the Unincorporated San Gabriel Valley Communities have a higher percentage of owner-occupied residences, elderly residents, and long-term residents than the County overall. Further, Table 5.32.5 shows that all 13 of the census tracts in the Unincorporated San Gabriel Valley Communities exhibit one or more community cohesion indicators in comparison to the overall County population. In fact, all 13 census tracts demonstrated three or more community cohesion indicators when compared to the larger County. Based on these factors, the Unincorporated San Gabriel Valley Communities appear to exhibit a high degree of community cohesion.

## 5.32.4 Economic Conditions

### 5.32.4.1 Business Sector

Table 5.32.6 shows employment percentages by economic sectors for the County and the five unincorporated areas that comprise the Unincorporated San Gabriel Valley Communities. As shown in Table 5.32.6, Education, Health, and Social Services is the largest County industry sector in terms of employment, comprising 20.2 percent of the total employed population, followed by Professional and Technical Services (12.1 percent) and Manufacturing (11.2 percent). Education, Health, and Social Services is also the largest industry sector in four of the five Unincorporated San Gabriel Valley Communities (East Pasadena, East San Gabriel, Mayflower Village, and North El Monte), while Professional and Technical Services is the largest industry sector in San Pasqual. Professional and Technical Services is the second largest industry sector in three of the five Unincorporated San Gabriel Valley Communities (East San Gabriel, Mayflower Village, and North El Monte). The second largest industry sector in East Pasadena is Retail Trade (13.7 percent), while the second largest industry sector in San Pasqual is Education, Health, and Social Services.

### 5.32.4.2 Employment and Income

Table 5.32.7 provides information regarding the civilian labor force within four of the five Unincorporated San Gabriel Valley Communities (the State Employment Development Department does not compile labor force data for San Pasqual), including the number of employed and unemployed persons and the unemployment rate, along with comparisons to the County and State.

TABLE 5.32.6:

**Unincorporated San Gabriel Valley Communities Employment by Economic Sector**

Economic Sector	Los Angeles County	East Pasadena	East San Gabriel	Mayflower Village	North El Monte	San Pasqual
Agriculture, Forestry, Fishing and Hunting, Mining	0.5%	0.5%	0.1%	0.0%	0.0%	0.0%
Construction	6.0%	2.1%	5.8%	8.6%	7.1%	3.3%
Manufacturing	11.2%	5.8%	9.4%	10.4%	11.0%	2.9%
Wholesale Trade	3.7%	3.6%	5.7%	3.6%	0.5%	3.5%
Retail Trade	10.6%	13.7%	6.3%	9.0%	6.3%	1.4%
Transportation, Warehousing, and Utilities	5.2%	6.6%	4.0%	6.4%	6.2%	2.8%
Information	4.4%	5.5%	2.8%	3.4%	1.4%	0.7%
Finance and Insurance	6.7%	11.3%	8.3%	5.5%	6.6%	8.7%
Professional and Technical Services	12.1%	8.3%	13.8%	14.5%	15.3%	34.8%
Education, Health, and Social Services	20.2%	24.9%	24.9%	21.9%	24.6%	30.3%
Public Administration	3.4%	2.8%	4.4%	4.7%	5.3%	2.9%
Food Services, Lodging, Arts, Entertainment, Recreation	9.9%	9.6%	10.4%	5.1%	9.6%	3.7%
Other	6.1%	5.4%	4.1%	7.1%	6.0%	4.7%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

TABLE 5.32.7:

**Unincorporated San Gabriel Valley Communities Employment**

Employment Status	East Pasadena	East San Gabriel	Mayflower Village	North El Monte	Los Angeles County	State of California
Civilian Labor Force	3,300	8,400	2,800	2,200	4,996,600	18,655,700
Employed	3,100	7,800	2,600	2,100	4,486,400	17,005,900
Unemployed	200	500	200	100	510,200	1,649,900
Unemployment Rate	7.0%	6.3%	5.6%	3.5%	10.2%	8.8%

Source 1: Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census-Designated Places, August 2013 – Preliminary, <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>, accessed November 4, 2013.

Source 2: Employment Development Department, Labor Market Information Division, California Industry Employment & Labor Force, August 2013 – Preliminary, [http://www.calmis.ca.gov/file/lfmonth/cal\\$pd.pdf](http://www.calmis.ca.gov/file/lfmonth/cal$pd.pdf), accessed November 4, 2013.

Note: The California Employment Development Department does not compile labor force data for San Pasqual.

As shown in Table 5.32.7, according to preliminary data issued by the State Employment Development Department in August 2013, unemployment rates for the areas comprising the Unincorporated San Gabriel Valley Communities ranged between 3.5 percent (North El Monte) and 7.0 percent (East Pasadena). The unemployment rates for each of the four Unincorporated San Gabriel Valley Communities for which data are available are lower than those of both the County (10.2 percent) and the State (8.8 percent).

Table 5.32.8 provides the median household income and the percentage of residents living below the poverty level for the County and the Unincorporated San Gabriel Valley Communities, and the 13 census tracts in Unincorporated San Gabriel Valley Communities (based on 2007–2011 ACS data). As shown in Table 5.32.8, the median household income in each of the five areas comprising the Unincorporated San Gabriel Valley Communities is higher than the County overall (\$56,266). Table 5.32.8 also shows that the median household income in the 13 census tracts in the Unincorporated San Gabriel Valley Communities ranges from approximately \$52,443 to \$126,780 and that 2 of the 13 census tracts in the City have a lower median household income than the County.

TABLE 5.32.8:  
**Unincorporated San Gabriel Valley Communities Income and Poverty**

Area	Median Household Income <sup>1</sup>	Persons Living Below Poverty Level <sup>2</sup>
Los Angeles County	\$56,266	16.3%
East Pasadena	\$74,127	8.1%
East San Gabriel	\$70,250	6.9%
Mayflower Village	\$75,982	4.5%
North El Monte	\$65,380	4.8%
San Pasqual	\$94,875	1.7%
<b>Census Tracts in the Unincorporated San Gabriel Valley Communities</b>		
4315.01 <sup>3</sup>	<b>\$54,548</b>	13.9%
4315.02	\$77,528	4.6%
4318 <sup>3</sup>	\$76,250	5.8%
4319 <sup>3</sup>	\$68,702	5.2%
4320	\$61,702	11.9%
4321.01 <sup>3</sup>	\$67,188	3.7%
4321.02 <sup>3</sup>	\$77,083	10.7%
4800.12 <sup>3</sup>	\$94,875	1.7%
4801.01	\$126,780	0.9%
4801.02 <sup>3</sup>	<b>\$52,443</b>	11.5%
4812.01	\$56,861	7.5%
4812.02	\$78,875	7.9%

Source: United States Census Bureau, 2007–2011 American Community Survey, Table DP03.

<sup>1</sup> **Italicized numbers in bold** indicate the values are lower than the County average.

<sup>2</sup> **Italicized numbers in bold** indicate the values are higher than the County average.

<sup>3</sup> Census tract includes multiple jurisdictions.

Table 5.32.8 also shows that persons living below the poverty level comprise a smaller share of the population in each of the five areas comprising the Unincorporated San Gabriel Valley Communities than the County overall (16.3 percent). Table 5.32.8 also shows that the percentage of persons living below the poverty level in the 13 census tracts in the Unincorporated San Gabriel Valley Communities ranges from approximately 1 to 14 percent of the population, and that none of the 13 census tracts in the City has a higher percentage of persons living below the poverty level than the County overall.

### 5.32.4.3 Business Activity

According to the *Economic and Fiscal Impacts Evaluation* (which is provided in Appendix C of this CIA), as of the second quarter of 2011, the unincorporated community of East Pasadena had 3,522 primary jobs, the unincorporated community of East San Gabriel had 11,245 primary jobs, the unincorporated community of Mayflower Village had 451 primary jobs, the unincorporated community of North El Monte had 285 primary jobs, and the unincorporated community of San Pasqual had 118 primary jobs. The United States Census Bureau’s LEHD Program defines a primary job as the job that earned an individual the most money.

The Unincorporated San Gabriel Valley Communities include four main business districts: (1) the Rosemead Boulevard Corridor (between I-210 and Grayburn Road); (2) the Huntington Drive/Rosemead Boulevard area; (3) the Colorado Boulevard Corridor (entire length within East Pasadena); and (4) the Live Oak Avenue Corridor (entire length within Mayflower Village). None of these business districts is within 0.5 mi of the project’s Build Alternatives.

#### 5.32.4.4 Property Tax

The base property tax rate in the County of Los Angeles is 1.0 percent of the assessed property value, while the total property tax includes additional district assessments, which vary by tax rate area. During FY 2012–2013, Los Angeles County collected a total of \$11.0 billion in property tax revenue, of which 24.15 percent (\$2.7 billion) was attributable to properties within unincorporated areas.<sup>1</sup> The Los Angeles County Department of Auditor-Controller allocates 15.04 percent of the property tax revenue generated within the County to incorporated cities, 40.97 percent to school districts, 7.05 percent to special districts, and 12.79 percent to redevelopment agencies.<sup>2</sup> Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.8 percent<sup>3</sup> of the 1.0 percent property tax collected is distributed to the Los Angeles County General Fund.

##### East Pasadena

The total assessed value of the unincorporated East Pasadena community was \$2.8 billion.<sup>4</sup> The estimated property tax collected during FY 2012–2013 is \$28.0 million, with \$6.3 million retained by the Los Angeles County General Fund.

##### East San Gabriel

The total assessed value of the unincorporated East San Gabriel community was \$376 million.<sup>5</sup> The estimated property tax collected during FY 2012–2013 is \$3.8 million, with \$860,000 retained by the Los Angeles County General Fund.

##### Mayflower Village

The total assessed value of the unincorporated Mayflower Village community was \$816 million.<sup>6</sup> The estimated property tax collected during FY 2012–2013 is \$8.2 million, with \$1.9 million retained by the Los Angeles County General Fund.

##### North El Monte

The total assessed value of the unincorporated North El Monte community was \$324 million.<sup>7</sup> The estimated property tax collected during FY 2012–2013 is \$3.2 million, with \$740,000 retained by the Los Angeles County General Fund.

##### San Pasqual

The total assessed value of the unincorporated San Pasqual community was \$326 million.<sup>8</sup> The estimated property tax collected during FY 2012–2013 is \$3.3 million, with \$744,000 retained by the Los Angeles County General Fund.

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<sup>1</sup> *Economic and Fiscal Impacts Evaluation* (AECOM 2014).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

#### 5.32.4.5 Sales Tax

Refer to Section 5.11 of this CIA (the East Los Angeles community profile) for information about the current sales tax rate in the County of Los Angeles and the average sales tax revenue per business in 2011 in the County's unincorporated communities.

#### 5.32.4.6 Existing Access

The major east-west arterials in the Unincorporated San Gabriel Valley Communities include: Colorado Boulevard, California Boulevard, Huntington Drive, Duarte Road, Longden Drive, Las Tunas Drive, Broadway, and Live Oak Avenue. The major north-south arterials in the Unincorporated San Gabriel Valley Communities include: San Gabriel Boulevard, Rosemead Boulevard, Madre Street, Michillinda Avenue, Santa Anita Avenue, Peck Road, and Lincoln Avenue. Residents of the Unincorporated San Gabriel Valley Communities have access to I-210 via the Rosemead Boulevard and Madre Street interchanges. Residents of the Unincorporated San Gabriel Valley Communities also have access to I-10 via the San Gabriel Boulevard, Walnut Grove Avenue, Rosemead Boulevard, and Santa Anita Avenue interchanges.

### 5.32.5 Community Services, Facilities, and Utilities

#### 5.32.5.1 Police, Fire, and Library Facilities

##### Police Protection

The Unincorporated San Gabriel Valley Communities are served by the LASD, which is made up of four divisions: Custody Operations, Patrol and Detective Operations, Countywide Services, and Administrative & Professional Standards. The Unincorporated San Gabriel Valley Communities are served by LASD's Temple Sheriff's Station at 8838 Las Tunas Drive in the City of Temple City.

##### Fire Protection

The LACFD provides fire and emergency medical response, fire prevention, hazardous materials spill response, and hazardous material regulatory enforcement services within the Unincorporated San Gabriel Valley Communities. The LACFD operates one fire station in the Unincorporated San Gabriel Valley Communities, Fire Station No. 5 at 7225 North Rosemead Boulevard in East San Gabriel. Figure 5.32-4 shows the location of Fire Station No. 5 in relation to the Unincorporated San Gabriel Valley Communities. Fire Station No. 5 is not within 0.5 mi of the project's Build Alternatives.

##### Libraries

The Unincorporated San Gabriel Valley Communities are served by the Live Oak Public Library, which is operated by the Los Angeles County Public Library. The Live Oak Public Library is located at 4153 East Live Oak Avenue in North El Monte. Figure 5.32-4 shows the location of the Live Oak Public Library in relation to the Unincorporated San Gabriel Valley Communities. The Live Oak Public Library is not within 0.5 mi of the project's Build Alternatives.

#### 5.32.5.2 Other Community Facilities

##### Hospitals

There are no hospital facilities in the Unincorporated San Gabriel Valley Communities.



## Places of Worship

Places of worship offer additional community gathering areas in the Unincorporated San Gabriel Valley Communities. Figure 5.32-4 shows the locations of the known places of worship in the Unincorporated San Gabriel Valley Communities<sup>1</sup>. One of these places of worship, the Trinity Lutheran Church located at 6868 North San Gabriel Boulevard, is within 0.5 mi of one or more of the project's Build Alternatives.

## Homeless Services and Shelters

There are no homeless service providers in the Unincorporated San Gabriel Valley Communities.

### 5.32.5.3 Schools

#### Public Schools

The Duarte Unified School District, El Monte City School District, El Monte Union High School District, Monrovia Unified School District, PUSD, SGUSD, and Temple City Unified School District provide educational services to the residents who live in the Unincorporated San Gabriel Valley Communities. Figure 5.32-5 shows the locations of the public schools in the Unincorporated San Gabriel Valley Communities. There are no public schools within 0.5 mi of the project's Build Alternatives.

#### Private Schools

The Unincorporated San Gabriel Valley Communities have several private elementary and high schools. Figure 5.32-5 shows the locations of these private schools. One of these private schools, the Clairbourn School, located at 8400 Huntington Drive in East San Gabriel, is within 0.5 mi of the project's Build Alternatives. The Clairbourn School provides classroom instruction to students in pre-school through 8th Grade.

### 5.32.5.4 Parks, Community Centers, and Recreation Facilities

The County of Los Angeles operates and maintains two parks in the Unincorporated San Gabriel Valley Communities. Figure 5.32-5 shows the locations of the parks in the Unincorporated San Gabriel Valley Communities. There are no parks within 0.5 mi of the project's Build Alternatives.

### 5.32.5.5 Bikeways and Recreational Trails

The Unincorporated San Gabriel Valley Communities have several Class I (off-street), Class II (striped, on-street), and Class III (unstriped, on-street) bikeways. The locations of these bikeways are shown on Figure 5.32-5. There are no bikeways in the Unincorporated San Gabriel Valley Communities within 0.5 mi of the project's Build Alternatives.

### 5.32.5.6 Transit Services

Within the Unincorporated San Gabriel Valley Communities, public transportation services are provided by Metro and Foothill Transit.

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<sup>1</sup> Additional places of worship are believed to be located throughout the Unincorporated San Gabriel Valley Communities; however, only those facilities included in the Los Angeles County GIS Portal Points of Interest LMS dataset, dated January 2013, are shown.

Table 5.32.9 provides a list of the existing bus routes within the Unincorporated San Gabriel Valley Communities, including route numbers, service providers, type of service provided (local, express, or rapid), days of operation, headways, and major arterials and key destinations along each route.

#### **5.32.5.7 Utilities**

Table 5.32.10 provides a list of the utility service providers in the Unincorporated San Gabriel Valley Communities.

TABLE 5.32.9:

**Existing Bus Service in the Unincorporated San Gabriel Valley Communities**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
78	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	10-20	16-40
79	Metro	Local	E-W	Mon.–Sun. <sup>1</sup>	Mission Boulevard, Huntington Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Westfield Santa Anita</li> <li>• Arcadia</li> </ul>	20-30	40-45
264	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Duarte Road, Michillinda Avenue, Foothill Boulevard, Altadena Drive	<ul style="list-style-type: none"> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Hastings Ranch Shopping Center</li> <li>• City of Hope National Medical Center</li> </ul>	30-60	30-60
266	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Rosemead Boulevard, Lakewood Boulevard, Foothill Boulevard	<ul style="list-style-type: none"> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Lakewood Green Line Station</li> <li>• Lakewood Center Mall</li> </ul>	30-40	30-40
267	Metro	Local	N-S	Mon.–Sun. <sup>1</sup>	Rosemead Boulevard, Del Mar Boulevard, Lincoln Avenue	<ul style="list-style-type: none"> <li>• Sierra Madre Villa Gold Line Station</li> <li>• El Monte Gold Line Station</li> </ul>	30	30
270	Metro	Local	N-S	Mon.–Sat. <sup>1</sup>	Myrtle Avenue, Peck Road, Workman Mill Road	<ul style="list-style-type: none"> <li>• El Monte Silver Line Station</li> <li>• Rio Hondo College</li> <li>• Whittier College</li> <li>• Presbyterian Hospital</li> <li>• Norwalk/Santa Fe Springs Metrolink Station</li> <li>• Norwalk Green Line Station</li> </ul>	40-60	60
378	Metro	Local/Limited	E-W	Mon.–Fri. <sup>2</sup>	Mission Boulevard, Las Tunas Drive	<ul style="list-style-type: none"> <li>• Downtown LA</li> <li>• Arcadia</li> </ul>	18-23	-
487	Metro	Express	E-W	Mon.–Sun. <sup>1</sup>	Santa Anita Avenue, Sierra Madre Boulevard, San Gabriel Boulevard, Wilshire Boulevard, New Avenue/South Ramona Street	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> <li>• El Monte Station</li> <li>• Sierra Madre Villa Gold Line Station</li> <li>• Mission and Broadway Park &amp; Ride Lot</li> </ul>	20	45
489	Metro	Express	E-W	Mon.–Fri. <sup>1</sup>	Valley Boulevard, Rosemead Boulevard, Wilshire Boulevard	<ul style="list-style-type: none"> <li>• Del Mar Park &amp; Ride Lot</li> <li>• Cal State LA</li> <li>• LA County/USC Medical Center</li> <li>• El Monte Busway and Alameda-Union Station</li> </ul>	18-20	-
492	FT	Local	E-W	Mon.–Sun. <sup>3</sup>	East Live Oak Avenue, Live Oak Avenue, Arrow Highway, Santa Anita Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• Claremont TransCenter</li> <li>• Montclair TransCenter</li> <li>• University of La Verne</li> </ul>	30	30

TABLE 5.32.9:  
**Existing Bus Service in the Unincorporated San Gabriel Valley Communities**

Route	Service Provider	Type of Service	Primary Direction	Days in Operation	Major Arterials Along Route	Key Destinations Served	Existing Headways	
							Peak	Off-Peak
494	FT	Local	W	Mon.–Fri. <sup>3</sup>	Peck Road, Huntington Drive, East Foothill Boulevard, South Myrtle Avenue	<ul style="list-style-type: none"> <li>• El Monte Station</li> <li>• Citrus College</li> <li>• Azusa Pacific University</li> </ul>	30	-

Source 1: Metro, Maps and Time Tables, <http://www.metro.net/riding/maps/>, accessed July 30, 2013.

Source 2: Foothill Transit, Maps and Schedules, <http://www.foothilltransit.org/SystemMapsSchedules/>, accessed July 31, 2013.

<sup>1</sup> Effective June 23, 2013.

<sup>2</sup> Effective December 16, 2012.

<sup>3</sup> Effective as of July 31, 2013.

Cal State LA = California State University, Los Angeles

E = East

Fri. = Friday

FT = Foothill Transit

LA = Los Angeles

Metro = Los Angeles County Metropolitan Transportation Authority

Mon. = Monday

N = North

S = South

Sat. = Saturday

Sun. = Sunday

USC = University of Southern California

W = West

TABLE 5.32.10:  
**Unincorporated San Gabriel Valley Communities Utility Service Providers**

Service	East Pasadena	East San Gabriel	Mayflower Village	North El Monte	San Pasqual
Cable/TV	Multiple Providers	Multiple Providers	Multiple Providers	Multiple Providers	Multiple Providers
Electricity	Southern California Edison	Southern California Edison	Southern California Edison	Southern California Edison	Southern California Edison
Gas	Southern California Gas Company	Southern California Gas Company	Southern California Gas Company	Southern California Gas Company	Southern California Gas Company
Sewer	Los Angeles County Sanitation District	Los Angeles County Sanitation District	Los Angeles County Sanitation District	Los Angeles County Sanitation District	Los Angeles County Sanitation District
Solid Waste	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
Telephone	Multiple Providers	Multiple Providers	Multiple Providers	Multiple Providers	Multiple Providers
Water	California American Water Company East Pasadena Water Company Pasadena Water and Power	East Pasadena Water Company Sunny Slope Water	Golden State Water Company	Golden State Water Company	California American Water Company

Source 1: Los Angeles County Sanitation District, [http://www.lacsd.org/wastewater/wastewater\\_services/connectionfee/district16.asp](http://www.lacsd.org/wastewater/wastewater_services/connectionfee/district16.asp), accessed November 8, 2013.

Source 2: California American Water, <http://www.amwater.com/caaw/customer-service/rates-information/los-angeles-district.html>, accessed November 11, 2013.

Source 3: East Pasadena Water Company, <http://www.epwater.com/faq/System%20Map%20Google.pdf>, accessed November 11, 2013.

Source 4: Pasadena Water and Power, <http://www.ci.pasadena.ca.us/waterandpower/>, accessed November 11, 2013.

Source 5: Golden State Water Company, <http://www.gswater.com/san-gabriel/>, accessed November 11, 2013.

Source 6: Los Angeles Department of Public Works, <http://dpw.lacounty.gov/epd/swims/trashCollection/residential/Communities.aspx>, accessed November 11, 2013.

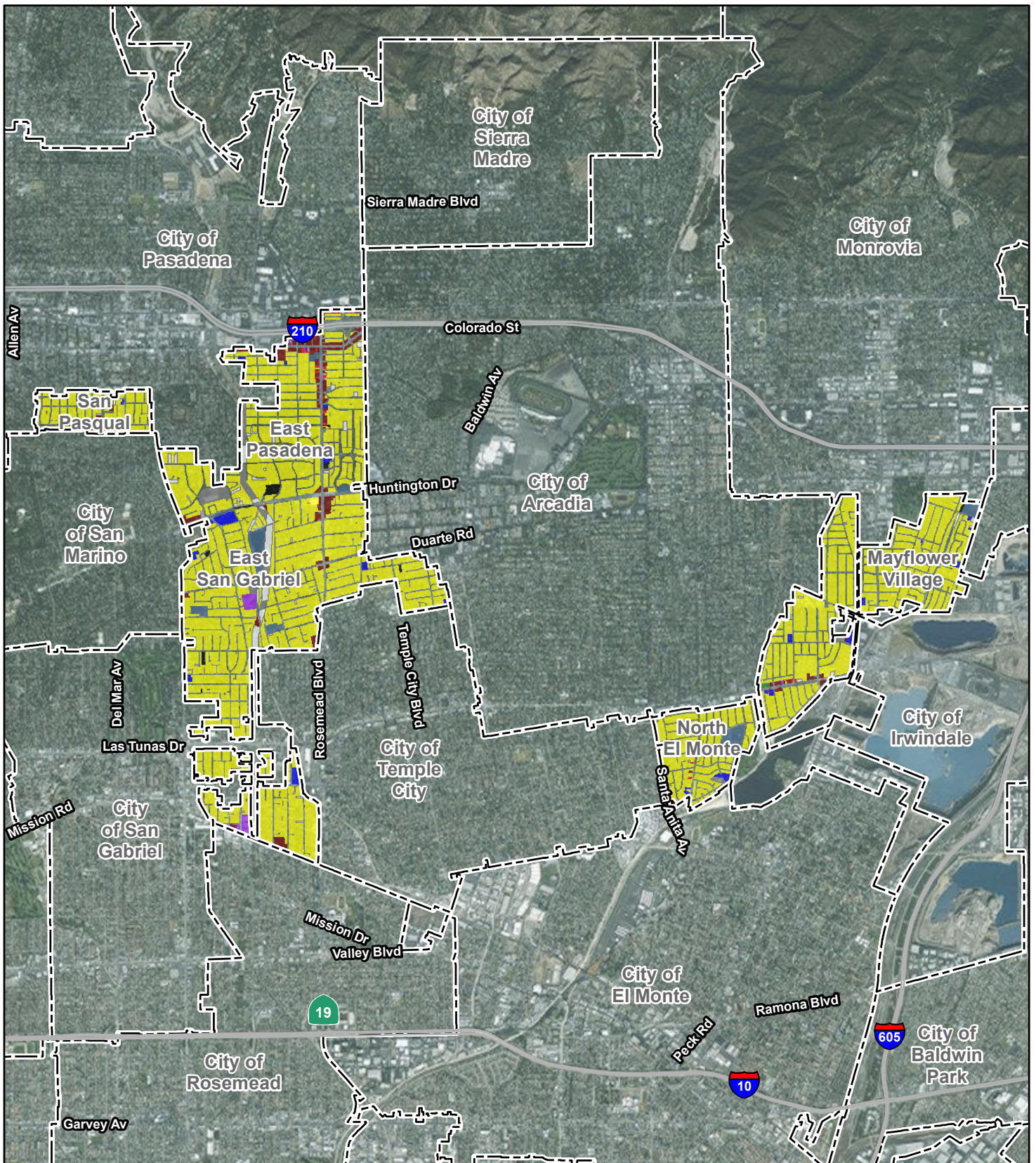
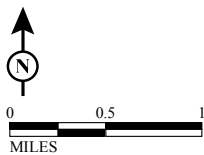


FIGURE 5.32-1

LEGEND

- |                         |                              |                           |
|-------------------------|------------------------------|---------------------------|
| City Boundary           | Industrial                   | Mining and Extraction     |
| Existing Land Use       | Institutional                | Open Space and Recreation |
| Residential             | Public                       | Other                     |
| Commercial and Services | Transportation and Utilities | Vacant                    |
| Mixed Commercial        | Agricultural                 |                           |



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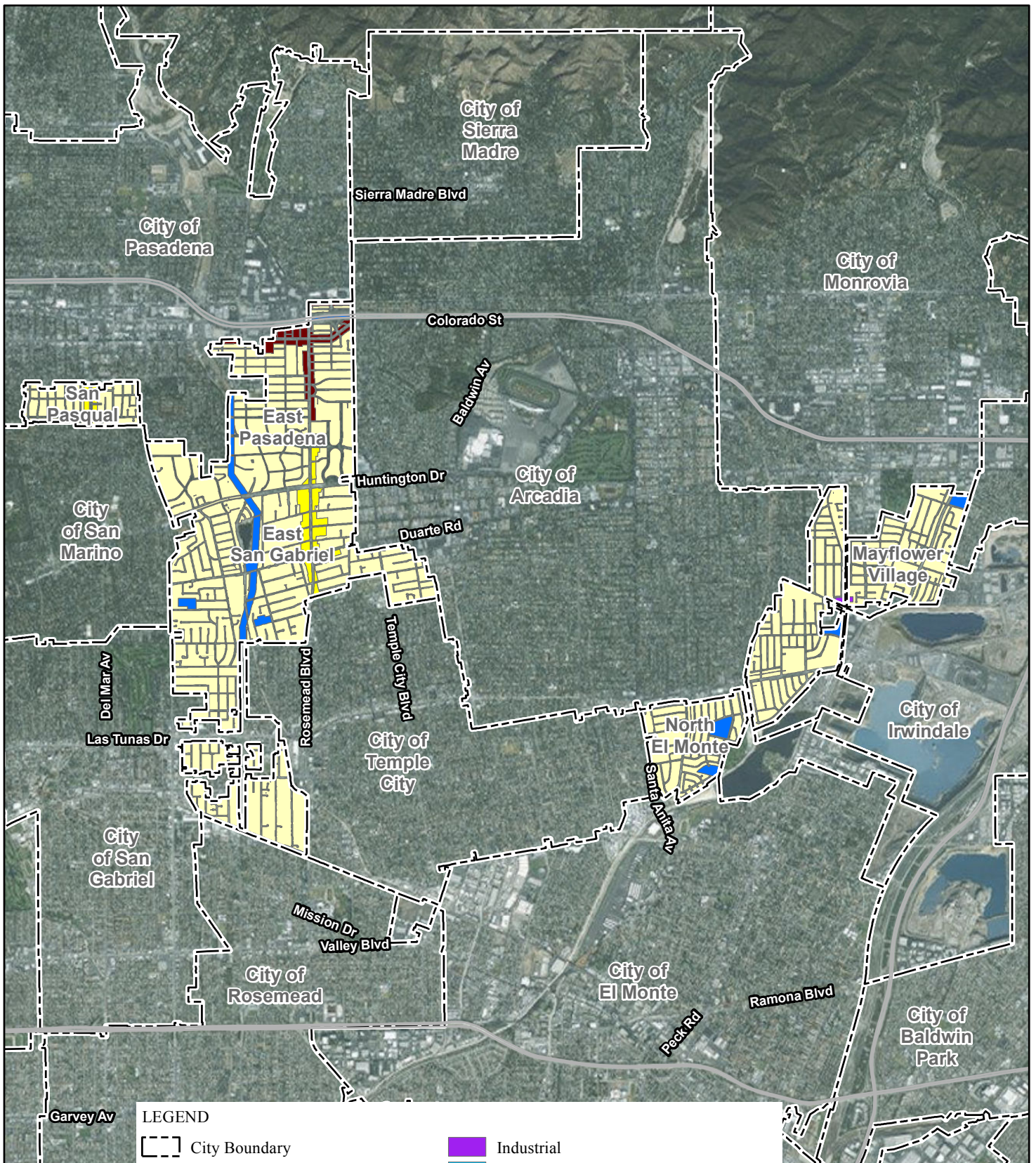
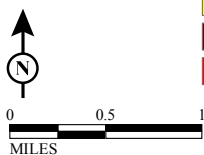


FIGURE 5.32-2



SOURCE: Microsoft (5/2010); LA County (2013); SCAG (2008)  
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 EFIS 070000191

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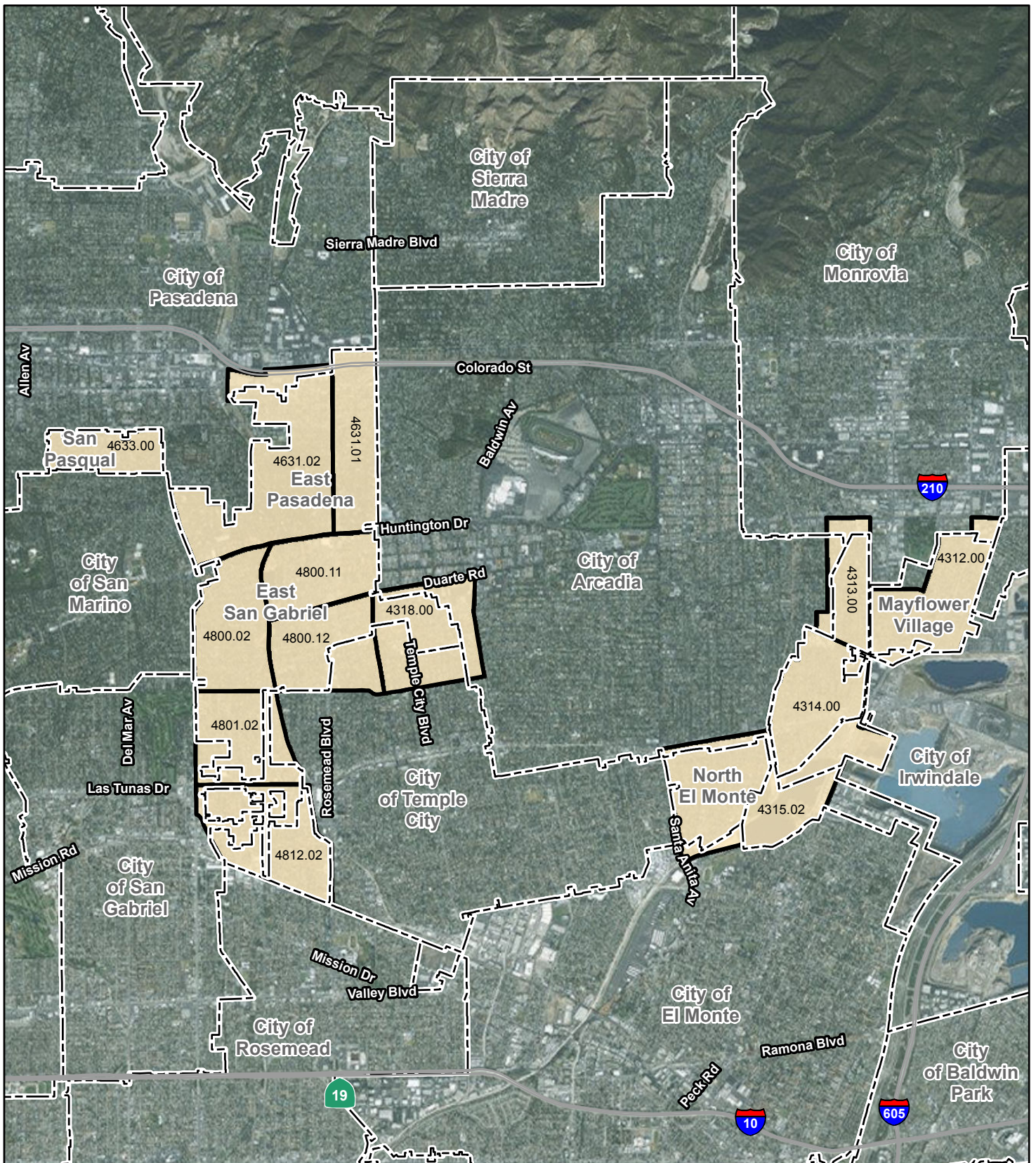


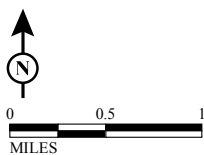


FIGURE 5.32-3

LEGEND

-  City Boundary
-  2010 Census Tract Boundary



SOURCE: Microsoft (5/2010); ESRI (2012); US Census (2010)  
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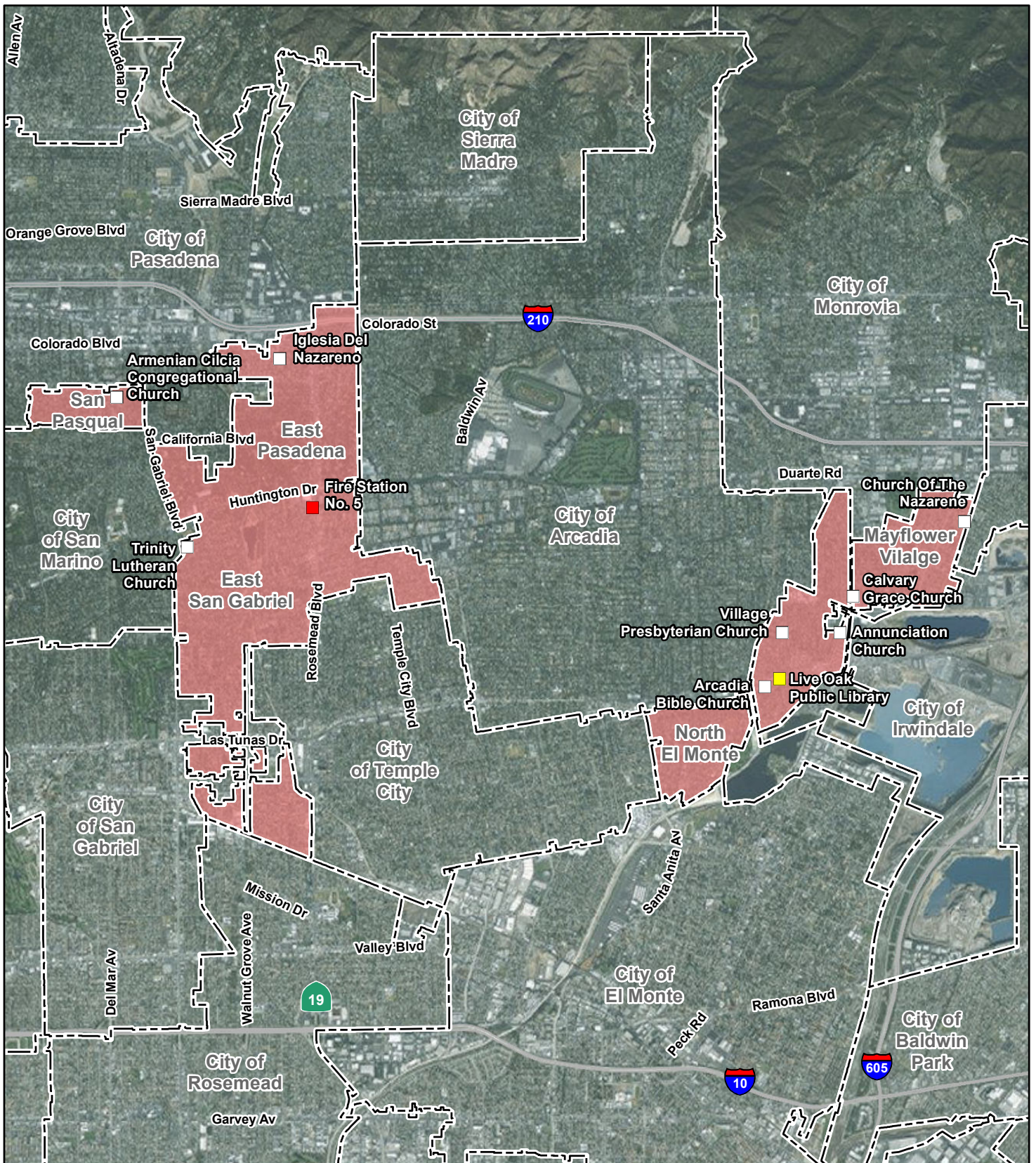
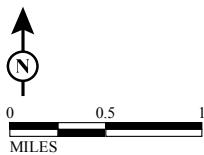


FIGURE 5.32-4

LEGEND

- Fire Station
- Library
- Place of Worship
- City Boundary
- Unincorporated Communities



SOURCE: Microsoft (5/2010); LA County (2013)

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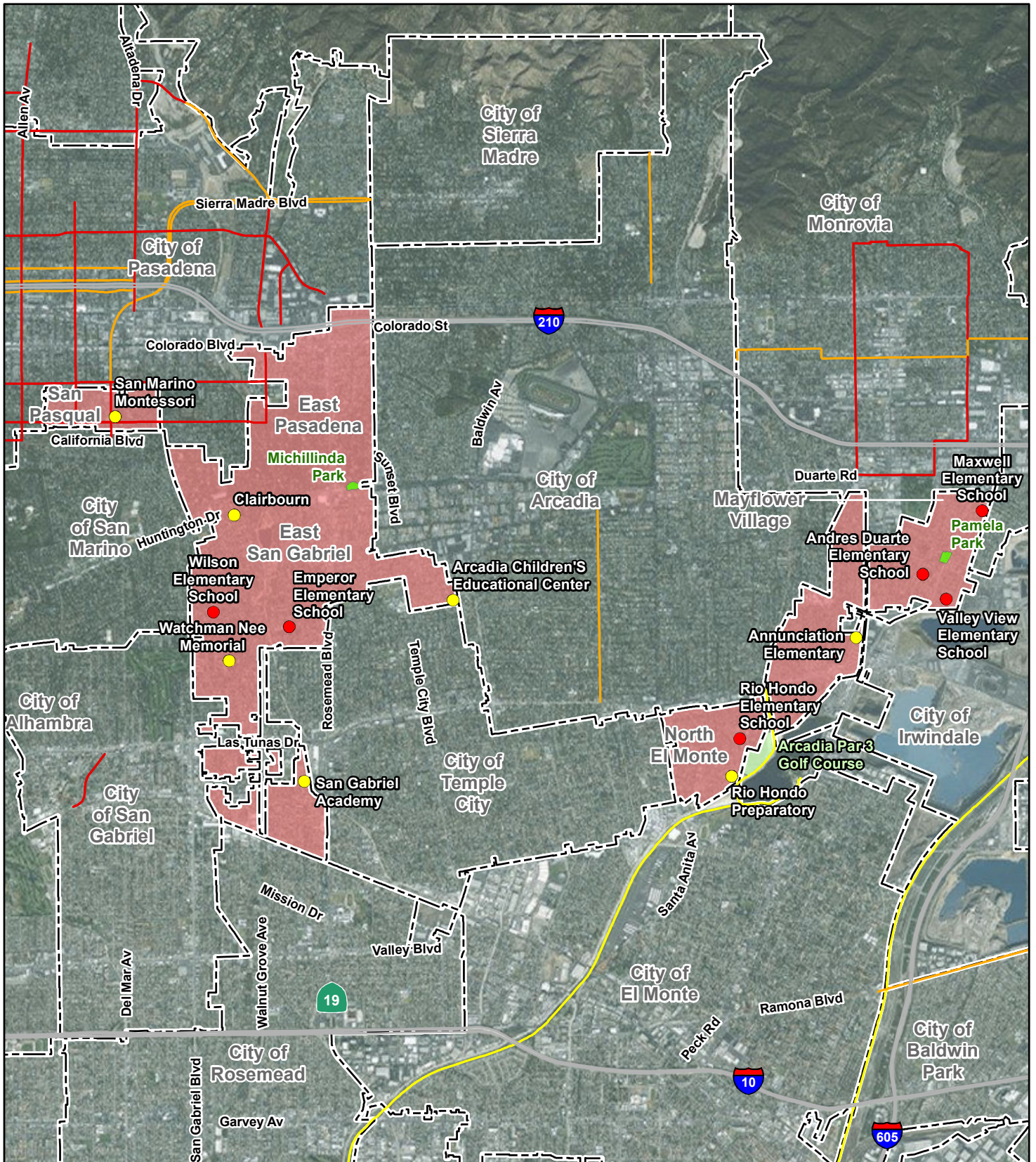
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LEGEND

- Public School
- Private School
- Park
- Golf Course
- Class I Bikeway
- Class II Bikeway
- Class III Bikeway
- City Boundary
- Unincorporated Communities

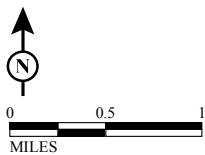


FIGURE 5.32-5

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