



SR 710 North Study

Volume II

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 II

LOS ANGELES COUNTY, CALIFORNIA

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 7

E.A. 187900

EFIS 0700000191

07-LA-710 (SR 710)

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November 2014

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Acronyms and Abbreviations

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 ₄	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 ₂	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 ₂	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	oxides of nitrogen
O ₃	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 ₁₀	particulate matter 10 microns or smaller in diameter
PM _{2.5}	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 ₂	sulfur dioxide
SOAC	Stakeholder Outreach Advisory Committee
SO _x	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

6. Environmental Consequences

6.1 Land Use and Planning

This section discusses the potential for the No Build and Build Alternatives of the State Route 710 (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.

This section is organized by Alternative and provides a brief summary of each Alternative's potential impacts related to land use incompatibilities and its consistency with regional and local plans and policies. Within the discussion for each Build Alternative, specific detail regarding the potential impacts on planned land uses in each city, community, or neighborhood in which improvements would be constructed follows along with an analysis of the Build Alternative's consistency with any applicable goals, objectives, and policies contained in the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and local jurisdictions' General Plans and Specific Plans. If a city, community, or neighborhood is not included in the impact discussion for a Build Alternative, no physical improvements are proposed to be constructed in that city, community, or neighborhood.

The tables cited in this section are provided following the last page of text in the section. The figures cited in this section are provided in Chapter 2, Project Description, or Section 6.3, Community Character and Cohesion, as appropriate.

6.1.1 Methodology

6.1.1.1 Methodology for Evaluating the Compatibility with Existing and Planned Land Uses

The analysis of land use impacts of transportation projects is guided by the Federal Highway Administration (FHWA) Technical Advisory T.6640.8A and the California Environmental Quality Act (CEQA) Guidelines, Article 9, Section 15126(a). The FHWA guidance states that the discussion of land use should identify the current development trends and the state and local government plans and policies on land use in the area that may be impacted by the proposed project. The land use discussion should assess the consistency of the project alternatives with the adopted development and transportation plans in the project study area.

The CEQA Guidelines states that the analysis of a proposed project shall discuss "...changes induced in population distribution, population concentration, the human use of land (including commercial and residential development) ... analyze any significant environmental effects the project might cause by bringing development and people into the area affected."

The information in this section is based on the *Draft Relocation Impact Report* (Epic 2014). Chapter 5, Community Profiles, identified the existing General Plans, other regional and local plans, Specific Plans, policies, and programs that have been established in the study area cities, communities, and neighborhoods. This section discusses the potential land use impacts of the SR 710 North Study No Build and Build Alternatives related to the conversion of General Plan-designated non-transportation land uses (e.g., residential, commercial, office, educational, mixed use, and public uses) to transportation uses.

6.1.1.2 Methodology for Evaluating the Consistency with Regional and Local Plans and Programs

For each of the plans, policies, objectives, and goals identified in the community profiles in Chapter 5, analysis was conducted to assess whether the No Build and Build Alternatives would be consistent or inconsistent with those plans, policies, objectives, and goals for the study area cities, communities, and neighborhoods.

6.1.2 No Build Alternative

6.1.2.1 Compatibility with Existing and Planned Land Uses

The No Build Alternative includes the construction of a number of individual projects shown on Figure 2-2 in Chapter 2. The improvements provided in the No Build Alternative are not expected to result in changes to existing land use patterns along the SR 710 corridor or local streets and intersections in the SR 710 North Study area. The potential effects of the improvements in the No Build Alternative would be analyzed as part of the planning processes for those improvements. Because the No Build Alternative is not expected to result in changes to land uses in the study area, it would not result in any incompatibilities with the existing land uses.

6.1.2.2 Consistency with Regional and Local Plans and Programs

The No Build Alternative would construct most of the projects/planned improvements in the SR 710 corridor or local streets and intersections throughout the study area contained in the Federal Transportation Improvement Program (FTIP), as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded portion of the Los Angeles County Metropolitan Transportation Authority (Metro) 2009 Long Range Transportation Plan (LRTP), but would not construct a tunnel extension of SR 710 North with 4 toll lanes in each direction. Therefore, the No Build Alternative would not be consistent with these regional plans identified above related to improvements in the SR 710 corridor.

The No Build Alternative would be inconsistent with specific individual policies in the Alhambra, Los Angeles County, and Monterey Park General Plans, the City of Alhambra Valley Boulevard Corridor Specific Plan and the City of Los Angeles Northeast Los Angeles Community Plan, as summarized in Table 6.1.1. As shown in that table, the No Build Alternative is inconsistent with specific policies in these plans because it does not provide for the extension of Interstate 710 (I-710), also referred to as the Long Beach Freeway), promote the completion of gaps in freeways, provide for multimodal use of the freeway system, or maintain acceptable Level of Service (LOS) Standards at certain intersections in the study area. Table 6.1.2 provides detailed analysis of the consistency/inconsistency of the No Build Alternative with the land use plan policies and goals for the cities and communities in the study area.

6.1.3 Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative

6.1.3.1 Summary

This section discusses the potential effects of the TSM/TDM Alternative related to land use and planning. The improvements and services included in the TSM/TDM Alternative and analyzed in this section are located within the following cities, communities, and neighborhoods:

- Los Angeles County/SCAG Region
- Alhambra
- Eagle Rock
- El Sereno
- Glassell Park
- Pasadena
- Rosemead
- San Gabriel
- San Marino
- South Pasadena
- Unincorporated San Gabriel Valley Communities

No physical improvements under the TSM/TDM Alternative would occur in the following cities, communities, and neighborhoods. As a result, there would be no conversion of General Plan designated land uses to transportation uses, and the TSM/TDM Alternative would not be inconsistent with other local land use and transportation plans. Therefore, the following cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- East Los Angeles
- El Monte
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Monterey Park
- Sierra Madre
- South El Monte
- Temple City

As discussed earlier in Chapter 2, the improvements in the TSM/TDM Alternative are also included in the other three Build Alternatives. Therefore, the information described in this section for the effects of the TSM/TDM Alternative is not repeated in the analyses for the other three Build Alternatives, and each of the analyses for the other three Build Alternatives refers the reader back to this section for the discussion of the potential effects of the TSM/TDM Alternative.

Compatibility with Existing and Planned Land Uses

The TSM/TDM Alternative would not result in changes to existing land use patterns along any of the roadways in the jurisdictions in which physical improvements would be constructed. This is because the TSM/TDM Alternative would only require very minor land acquisition that would not be expected to change the land uses in the adjacent areas.

Figure 6.3-1 (provided later in Section 6.3) shows the right of way (ROW) that would be acquired for the TSM/TDM Alternative. Table 6.1.3 provides the number of acres of each planned land use that would be permanently converted to transportation uses under the TSM/TDM Alternative. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.6 acre (ac) of General Plan designated single-family residential, multifamily residential, commercial/office, public facility, and mixed urban uses to transportation uses.

The TSM/TDM Alternative would result in inconsistencies with two local jurisdictions' General Plans, one Specific Plan, and one Community Plan. If the TSM/TDM Alternative is selected for implementation, those inconsistencies would exist until the applicable local General Plan or Specific Plan is amended to reflect the transportation improvements in the TSM/TDM Alternative. Metro and the California Department of Transportation (Caltrans) do not have land use planning authority and have no authority to require local jurisdictions to amend their General Plans or Specific Plans.

Therefore, it is the decision of the affected local jurisdiction on how and when to address the identified inconsistencies. However, because it is generally desirable that the General Plans and Specific Plans be consistent with existing conditions, Metro and Caltrans may request the applicable local jurisdictions to amend the applicable General Plan or Specific Plan to reflect the improvements in the TSM/TDM Alternative.

Consistency with Regional and Local Plans and Programs

As described in the following sections, the TSM/TDM Alternative would be generally consistent with the goals, objectives, and policies in the local jurisdictions' General Plans and Specific Plans.

However, the TSM/TDM Alternative would result in several inconsistencies with the local jurisdictions' General Plans and Specific Plans. To resolve these inconsistencies, Metro and Caltrans would request that the local jurisdictions amend their land use plans to provide consistency between the TSM/TDM Alternative improvements and those plans as summarized in Table 6.1.4.

Further, as discussed below, the TSM/TDM Alternative would be inconsistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP (tunnel extension of SR 710 North with 4 toll lanes in each direction). Therefore, should the TSM/TDM Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.3.2 Los Angeles County and SCAG Region

Consistency with Regional Plans and Programs

As discussed in Section 5.1.2.2, Consistency with Regional, Local, and General Plans, the SCAG 2012 RTP/SCS and 2013 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The TSM/TDM Alternative is not consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP. Therefore, should the TSM/TDM Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.3.3 Alhambra

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the City of Alhambra. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.02 ac of land designated in the City of Alhambra General Plan for commercial/office land uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Alhambra amend its General Plan Land Use Element to modify the non-transportation land use designations on land acquired for the TSM/TDM Alternative to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the City of Alhambra Valley Boulevard Corridor Specific Plan, the TSM/TDM Alternative would not result in any land use inconsistencies with that Specific Plan.

Consistency with Local Plans and Programs

The TSM/TDM Alternative would be inconsistent with three policies in the Alhambra General Plan and two program goals in the Valley Boulevard Corridor Specific Plan as summarized in Table 6.1.4. Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative

with the goals, objectives, and policies in the Alhambra General Plan and the program goals and programs in the Valley Boulevard Corridor Specific Plan relevant to the SR 710 North Study. As shown in Tables 6.1.4 and 6.1.5, the TSM/TDM Alternative would be inconsistent with Objectives 4.1.1 and 4.2.1 (maintenance of LOS D at all City streets and arterial highway intersections) in the Alhambra General Plan, Policy 4.4.1 (to extend the Long Beach Freeway) in the City's General Plan and the Program Goals to maintain LOS D on all roadways within the Specific Plan area and support extension of the I-710 Freeway in the Specific Plan. To resolve these inconsistencies, Metro and Caltrans would request that the City of Alhambra amend its General Plan and the Valley Boulevard Corridor Specific Plan.

6.1.3.4 Eagle Rock

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the Eagle Rock neighborhood in the City of Los Angeles. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.01 ac of land designated in the City of Los Angeles General Plan for public facility uses in the Eagle Rock neighborhood to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Los Angeles amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.3 to transportation uses.

Consistency with Local Plans and Programs

Table 6.1.5 analyzes the consistency/inconsistency of the TSM/TDM Alternative with the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan that are relevant to the SR 710 North Study. As shown in Tables 6.1.4 and 6.1.5, the TSM/TDM Alternative would be inconsistent with Policy 2.33 (the incremental completion of the Highways and Freeways System) in the City of Los Angeles General Plan and Objective 10-1 (compliance with Citywide performance standards for LOS) in the Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request that the City of Los Angeles amend its General Plan and the Northeast Los Angeles Community Plan.

6.1.3.5 El Sereno

Compatibility with Existing and Planned Land Uses

Because the TSM/TDM Alternative would not require any property acquisition in El Sereno, it would not permanently convert any land in El Sereno designated in the City of Los Angeles General Plan for non-transportation uses to transportation uses. Therefore, the TSM/TDM Alternative would not result in any land use inconsistencies with the City's General Plan Land Use Element and the Northeast Los Angeles Community Plan.

Consistency with Local Plans and Programs

The El Sereno neighborhood is part of the City of Los Angeles and is subject to the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study. The analysis provided earlier in Section 6.1.3.4 for the neighborhood of Eagle Rock with respect to the consistency/inconsistency of the TSM/TDM Alternative with the goals, objectives, and policies in the City of Los Angeles General Plan and the

Northeast Los Angeles Community Plan relevant to the SR 710 North Study would be the same for the El Sereno neighborhood.

6.1.3.6 Glassell Park

Compatibility with Existing and Planned Land Uses

Because the TSM/TDM Alternative would not require any property acquisition in Glassell Park, it would not permanently convert any land in Glassell Park designated in the City of Los Angeles General Plan for non-transportation uses to transportation uses. Therefore, the TSM/TDM Alternative would not result in any land use inconsistencies with the City's General Plan Land Use Element and the Northeast Los Angeles Community Plan.

Consistency with Local Plans and Programs

The Glassell Park neighborhood is part of the City of Los Angeles and is, therefore, subject to the same goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study as described earlier for the Eagle Rock and El Sereno neighborhoods. Therefore, the analysis provided in Section 6.1.3.4 (analysis for the neighborhood of Eagle Rock) with respect to the consistency/inconsistency of the TSM/TDM Alternative with the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study also applies to the Glassell Park neighborhood.

6.1.3.7 Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the City of Pasadena. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.4 ac of land designated in the City of Pasadena General Plan for mixed urban and multifamily residential uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.3 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Central District, East Colorado Boulevard, South Fair Oaks, and West Gateway Specific Plans in the City of Pasadena, the TSM/TDM Alternative would not result in any land use inconsistencies with those Specific Plans.

Consistency with Local Plans and Programs

Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the objectives and policies in the Pasadena General Plan, the goals in the South Fair Oaks and East Colorado Boulevard Specific Plans, the guiding principles and objectives in the Central District Specific Plan, and the guiding principles in the West Gateway Specific Plan relevant to the SR 710 North Study. As shown in Tables 6.1.4 and 6.1.5, the TSM/TDM Alternative would be consistent with objectives and policies in the Pasadena General Plan and in the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans relevant to the SR 710 North Study. The

TSM/TDM Alternative would not require any amendments to the Pasadena General Plan or the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans.

6.1.3.8 Rosemead

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the City of Rosemead. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.002 ac of land designated in the City of Rosemead General Plan for mixed urban uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Rosemead amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.3 to transportation uses.

Consistency with Local Plans and Programs

Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the goals and policies in the City of Rosemead General Plan relevant to the SR 710 North Study. As shown in Table 6.1.5, the TSM/TDM Alternative would be consistent with the goals and policies in the Rosemead General Plan relevant to the SR 710 North Study and would not require an amendment of the City of Rosemead General Plan.

6.1.3.9 San Gabriel

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the City of San Gabriel. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.05 ac of land designated in the City of San Gabriel General Plan for single-family residential, commercial/office, and public facility uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of San Gabriel amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.3 to transportation uses.

Consistency with Local Plans and Programs

Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the goals and targets in the City of San Gabriel General Plan relevant to the SR 710 North Study. As shown in Table 6.1.5, the TSM/TDM Alternative would be consistent with the goals and targets in the City of San Gabriel General Plan relevant to the SR 710 North Study and would not require an amendment of the City of San Gabriel General Plan.

6.1.3.10 San Marino

Compatibility with Existing and Planned Land Uses

Because the TSM/TDM Alternative would not require any property acquisition in the City of San Marino, it would not permanently convert any land designated in the City of San Marino General Plan for non-transportation uses to transportation uses in the City. Therefore, the TSM/TDM Alternative would not result in inconsistencies with the Land Use Element of the City of San Marino General Plan.

Consistency with Local Plans and Programs

Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the goals in the City of San Marino General Plan relevant to the SR 710 North Study. As shown in Table 6.1.5, the TSM/TDM Alternative would be consistent with the goals in the San Marino General Plan relevant to the SR 710 North Study and would not require an amendment of the City of San Marino General Plan.

6.1.3.11 South Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-1 (provided later in Section 6.3), the TSM/TDM Alternative would require the acquisition of ROW in the City of South Pasadena. As shown in Table 6.1.3, the TSM/TDM Alternative would permanently convert approximately 0.06 ac of land designated in the City of South Pasadena General Plan for multifamily residential and commercial/office uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of South Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.3 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Mission Street Specific Plan in South Pasadena, the TSM/TDM Alternative would not result in any land use inconsistencies with the Mission Street Specific Plan.

Consistency with Local Plans and Programs

Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the goals and policies in the City of South Pasadena General Plan and the intents of the Mission Street Specific Plan relevant to the SR 710 North Study. As shown in Table 6.1.5, the TSM/TDM Alternative would be consistent with the goals and policies in the General Plan and the intent in the Specific Plan relevant to the SR 710 North Study. Therefore, the TSM/TDM Alternative would not require amendment of the South Pasadena General Plan or the Mission Street Specific Plan.

6.1.3.12 Unincorporated San Gabriel Valley Communities

Compatibility with Existing and Planned Land Uses

Because the TSM/TDM Alternative would not require any land acquisition in the Unincorporated San Gabriel Valley Communities, it would not permanently convert any land in those communities that has been designated in the County of Los Angeles General Plan for non-transportation uses to transportation uses. Therefore, the TSM/TDM Alternative would not result in any land use inconsistencies with the County of Los Angeles General Plan Land Use Element.

Consistency with Local Plans and Programs

The TSM/TDM Alternative would be inconsistent with two policies in the County of Los Angeles General Plan as summarized in Table 6.1.4. Table 6.1.5 provides detailed analysis of the consistency/inconsistency of the TSM/TDM Alternative with the objectives and policies in the County of Los Angeles General Plan in the Unincorporated San Gabriel Valley Communities relevant to the SR 710 North Study. As shown in Tables 6.1.4 and 6.1.5, the TSM/TDM Alternative would not be consistent with Policies 51 and 52 in the General Plan, which promote the completion of gaps in partially completed freeways and provide efficient multimodal use on the freeway system, but

would not restrict the County from implementing those policies elsewhere in this part of Los Angeles County. As a result, the TSM/TDM Alternative would not require an amendment of the County of Los Angeles General Plan.

6.1.4 Bus Rapid Transit (BRT) Alternative

6.1.4.1 Summary

This section discusses the potential effects of the BRT Alternative related to land use and planning. The improvements and services included in the BRT Alternative and analyzed in this section are located within the following cities, communities, and neighborhoods:

- Los Angeles County/SCAG Region
- Alhambra
- East Los Angeles
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the BRT Alternative would occur in the following cities, communities, and neighborhoods. As a result, there would be no conversion of General Plan designated land uses to transportation uses, and the BRT Alternative would not be inconsistent with other local land use and transportation plans. Therefore, these cities, communities, and neighborhoods are not discussed further in this section.

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- El Sereno
- Glassell Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As discussed earlier in Section 6.1.3, the improvements in the TSM/TDM Alternative are also included in the BRT Alternative. The information described in Section 6.1.3 for the effects of the TSM/TDM Alternative is therefore not repeated in the analyses in this section for the BRT Alternative. Refer to Section 6.1.3 for the effects of the TSM/TDM Alternative that would occur as part of the BRT Alternative.

Compatibility with Existing and Planned Land Uses

The BRT Alternative would not result in changes to existing land use patterns along any of the roadways in the jurisdictions in which physical improvements would be constructed because the BRT Alternative would require only very minor land acquisition that would not be expected to change the land uses in the adjacent areas.

Figure 6.3-2 (provided later in Section 6.3) shows the ROW that would be acquired for the BRT Alternative. Table 6.1.6 provides the number of acres of each planned land use designation in the

jurisdictions that would be permanently converted to transportation uses under the BRT Alternative. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.3 ac of General Plan designated multifamily residential, commercial/office, and mixed urban uses to transportation uses.

The BRT Alternative would result in inconsistencies with three local jurisdictions' General Plans and one Specific Plan. If the BRT Alternative is selected for implementation, those inconsistencies would exist until the applicable local General Plan or Specific Plan is amended to reflect the transportation improvements in the BRT Alternative. Metro and Caltrans do not have land use planning authority and have no authority to require local jurisdictions to amend their General Plans or Specific Plans. However, because it is generally desirable that the General Plans and Specific Plans be consistent with existing conditions and adopted transportation plans, Metro and Caltrans may request the applicable local jurisdictions to amend the applicable General Plan or Specific Plan to reflect the improvements in the BRT Alternative.

Consistency with Regional and Local Plans and Programs

As described in the following sections, the BRT Alternative would be generally consistent with the goals, objectives, and policies in the local jurisdictions' General Plans and Specific Plans. However, the BRT Alternative would result in inconsistencies with three local jurisdictions' General Plans and one Specific Plan. To resolve these inconsistencies, Metro and Caltrans would request that the local jurisdictions amend their land use plans to provide consistency between the BRT Alternative improvements and those plans as summarized in Table 6.1.7.

Further, as discussed below, the BRT Alternative would be inconsistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP (tunnel extension of SR 710 North with 4 toll lanes in each direction). Therefore, should the BRT Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.4.2 Los Angeles County and SCAG Region

Consistency with Regional Plans and Programs

As discussed in Section 5.1.2.2, Consistency with Regional, Local, and General Plans, the SCAG 2012 RTP/SCS and 2013 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The BRT Alternative is not consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP. Therefore, should the BRT Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.4.3 Alhambra

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-2 (provided later in Section 6.3), the BRT Alternative would require the acquisition of ROW in the City of Alhambra. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.14 ac of land designated in the City of Alhambra General Plan for multifamily residential, commercial/office, and mixed urban uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Alhambra amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.6 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the City of Alhambra Valley Boulevard Corridor Specific Plan, the BRT Alternative would not result in any land use inconsistencies with the Valley Boulevard Corridor Specific Plan.

Consistency with Local Plans and Programs

The BRT Alternative would be inconsistent with three policies in the Alhambra General Plan and one program goal in the Valley Boulevard Corridor Specific Plan as summarized in Table 6.1.7. Table 6.1.8 provides detailed analysis of the consistency/inconsistency of the BRT Alternative with the goals, objectives, and policies in the Alhambra General Plan and the program goals and programs in the Valley Boulevard Corridor Specific Plan relevant to the SR 710 North Study. As shown in Tables 6.1.7 and 6.1.8, the BRT Alternative would be inconsistent with Objectives 4.1.1 and 4.2.1 (maintenance of LOS D at all City streets and arterial highway intersections) in the Alhambra General Plan, Policy 4.4.1 (to extend the Long Beach Freeway [i.e., I-710]) in the Alhambra General Plan, and the Program Goal to support extension of the I-710 Freeway in the Valley Boulevard Corridor Specific Plan. To resolve these inconsistencies, Metro and Caltrans would request that the City of Alhambra amend its General Plan and the Valley Boulevard Corridor Specific Plan.

6.1.4.4 East Los Angeles

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-2 (provided later in Section 6.3), the BRT Alternative would require the acquisition of ROW in the unincorporated community of East Los Angeles in Los Angeles County. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.03 ac of land designated in the Los Angeles County General Plan for commercial/office uses in East Los Angeles to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the County amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.6 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the East Los Angeles Community Plan, the BRT Alternative would not result in any land use inconsistencies with that Community Plan.

Consistency with Local Plans and Programs

The BRT Alternative would be inconsistent with the policies in the Los Angeles County General Plan as summarized in Table 6.1.7. Table 6.1.8 provides detailed analysis of the consistency/inconsistency of the BRT Alternative with the goals, objectives, and policies in the Los Angeles County General Plan and the East Los Angeles Community Plan relevant to the SR 710 North Study. As shown in Tables 6.1.7 and 6.1.8, the BRT Alternative would be inconsistent with Policy 51 (to promote the completion of gaps in partially completed freeways) and Policy 52 (to provide for multimodal use of the freeway system) in the Los Angeles County General Plan and would be consistent with the goals and policies in the East Los Angeles Community Plan relevant to the SR 710 North Study. To resolve these inconsistencies, Metro and Caltrans would request that the County of Los Angeles amend its General Plan. No amendment to the East Los Angeles Community Plan would be required.

6.1.4.5 Monterey Park

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-2 (provided later in Section 6.3), the BRT Alternative would require the acquisition of ROW in the City of Monterey Park. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.07 ac of land designated in the City of Monterey Park General Plan for commercial/office and mixed urban uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Monterey Park amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.6 to transportation uses.

Consistency with Local Plans and Programs

The BRT Alternative would be inconsistent with one policy in the Monterey Park General Plan as summarized in Table 6.1.7. Table 6.1.8 provides detailed analysis of the consistency/inconsistency of the BRT Alternative with the goals and policies in the City of Monterey Park General Plan relevant to the SR 710 North Study. As shown in Tables 6.1.7 and 6.1.8, the BRT Alternative would be inconsistent with Policy 1.2 (to lobby for completion of the Long Beach Freeway [i.e., I-710]) in the City of Monterey Park General Plan. To resolve this inconsistency, Metro and Caltrans would request that the City of Monterey Park amend its General Plan.

6.1.4.6 Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-2 (provided later in Section 6.3), the BRT Alternative would require the acquisition of ROW in the City of Pasadena. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.01 ac of land designated in the City of Pasadena General Plan for mixed urban uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.6 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Central District, East Colorado Boulevard, South Fair Oaks, and West Gateway Specific Plans in Pasadena, the BRT Alternative would not result in any land use inconsistencies with those Specific Plans and would not require any amendments to those Specific Plans.

Consistency with Local Plans and Programs

Table 6.1.8 provides detailed analysis of the consistency/inconsistency of the BRT Alternative with the objectives and policies in the City of Pasadena General Plan, the goals in the South Fair Oaks and East Colorado Boulevard Specific Plans, the guiding principles and objectives in the Central District Specific Plan, and the guiding principles in the West Gateway Specific Plan relevant to the SR 710 North Study. As shown in Table 6.1.8, the BRT Alternative would be consistent with the objectives and policies in the Pasadena General Plan, and the policies and objectives in the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans. The BRT Alternative would not require amendment of the City of Pasadena General Plan or the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans.

6.1.4.7 South Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-2 (provided later in Section 6.3), the BRT Alternative would require the acquisition of ROW in the City of South Pasadena. As shown in Table 6.1.6, the BRT Alternative would permanently convert approximately 0.08 ac of land designated in the City of South Pasadena General Plan for multifamily residential and commercial/office uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of South Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.6 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Mission Street Specific Plan in South Pasadena, the BRT Alternative would not result in any land use inconsistencies with the Mission Street Specific Plan.

Consistency with Local Plans and Programs

Table 6.1.8 provides detailed analysis of the consistency/inconsistency of the BRT Alternative with the goals and policies in the City of South Pasadena General Plan and the intents of the Mission Street Specific Plan relevant to the SR 710 North Study. As shown in Table 6.1.8, the BRT Alternative would be consistent with the goals and policies in the South Pasadena General Plan and the intent of the Mission Street Specific Plan that are relevant to the SR 710 North Study. As a result, the BRT Alternative would not require amendment of the South Pasadena General Plan or the Mission Street Specific Plan.

6.1.5 Light Rail Transit (LRT) Alternative

6.1.5.1 Summary

This section discusses the potential effects of the LRT Alternative related to land use and planning. The improvements and services included in the LRT Alternative and analyzed in this section are located within the following cities, communities, and neighborhoods:

- Los Angeles County/SCAG Region
- Alhambra
- East Los Angeles
- El Sereno
- Irwindale
- Monterey Park
- Pasadena
- South Pasadena

No light rail physical improvements under the LRT Alternative would occur in the following cities, communities, and neighborhoods. As a result, there would be no conversion of General Plan designated land uses to transportation uses, and the LRT Alternative would not be inconsistent with other local land use and transportation plans. Therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte

- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- Glassell Park
- Lincoln Heights
- Monrovia
- Montebello
- Monterey Park
- Rosemead
- Temple City
- Unincorporated San Gabriel Valley Communities

As discussed earlier in Section 6.1.3, the improvements in the TSM/TDM Alternative are also included in the LRT Alternative. The information described in Section 6.1.3 for the effects of the TSM/TDM Alternative is therefore not repeated in the analyses in this section for the LRT Alternative. Refer to Section 6.1.3 for the effects of the TSM/TDM Alternative that would occur as part of the LRT Alternative.

As shown on Figure 2-5 (provided in Chapter 2, Project Description), the new light rail line provided in the LRT Alternative includes the following features:

- **Tunnel Segment:** This segment extends from the northern terminus at the Fillmore Station in Pasadena to south of Valley Boulevard in Alhambra. The only surface features along this segment of the light rail line would be one station in Pasadena, two stations in South Pasadena, and one station in Alhambra.
- **Cut-and-Cover Tunnel Segment:** This segment extends a short distance south from Valley Boulevard in Alhambra/El Sereno. This segment of the light rail line would be constructed using a cut-and-cover construction method to accommodate the transition from the underground segment to the north and the elevated segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal at Valley Boulevard.
- **Elevated Section:** This segment extends from south of Valley Boulevard in Alhambra to the southern terminus at 3rd Street in East Los Angeles. In addition to the elevated tracks on this segment, the segment includes three stations in El Sereno, Monterey Park, and East Los Angeles.

The analysis of the potential effects of the LRT Alternative provided in this section related to land use focuses on the features of the LRT Alternative that would be at-grade or elevated because those features could potentially result in land use impacts or inconsistencies with local jurisdictions' plans and programs. As a result, this analysis focuses on the elevated segment of the light rail line and the seven stations along the light rail line.

Compatibility with Existing and Planned Land Uses

The LRT Alternative would result in changes to existing land use patterns in the vicinity of the seven proposed light rail stations. Figure 6.3-3 (provided later in Section 6.3) shows that all the ROW that would be acquired for the LRT Alternative would be in the station areas. Existing land uses on parcels that would be acquired would be replaced with light rail station entrances, platforms, power substations, parking areas, and other facilities associated with the LRT service. The Mednik Station includes space for retail and restaurant development under the aerial tracks and a station on the west side of Mednik Avenue between Gleason Street and 3rd Street.

Table 6.1.9 provides the number of acres of each planned land use designation in each jurisdiction that would be permanently converted to transportation uses under the LRT Alternative. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 18.0 ac of General Plan designated multifamily residential, commercial/office, public facility, mixed commercial and industrial, and mixed urban uses to transportation uses.

The LRT Alternative would result in inconsistencies with four local jurisdictions' General Plans, one Specific Plan, and one Community Plan, as summarized in Table 6.1.10. If the LRT Alternative is selected for implementation, those inconsistencies would exist until the applicable local General Plan or Specific Plan is amended to reflect the transportation improvements in the LRT Alternative. Metro and Caltrans do not have land use planning authority and have no authority to require local jurisdictions to amend their General Plans or Specific Plans. However, because it is generally desirable that General Plans and Specific Plans be consistent with existing conditions and adopted transportation plans, Metro and Caltrans may request the applicable local jurisdictions to amend their General Plan and/or Specific Plan, as appropriate, to reflect the improvements in the LRT Alternative.

Consistency with Regional and Local Plans and Programs

As described in the following sections, the LRT Alternative would be generally consistent with the goals, objectives, and policies in the local jurisdictions' General Plans and Specific Plans. However, the LRT Alternative would result in several inconsistencies with the local jurisdictions' General Plans and Specific Plans. To resolve these inconsistencies, Metro and Caltrans would request that the local jurisdictions amend their land use plans to provide consistency between the LRT Alternative improvements and those plans as summarized in Table 6.1.10.

Further, as discussed below, the LRT Alternative would be inconsistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP (tunnel extension of SR 710 North with 4 toll lanes in each direction). Therefore, should the LRT Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.5.2 Los Angeles County and SCAG Region

Consistency with Regional Plans and Programs

As discussed in Section 5.1.2.2, Consistency with Regional, Local, and General Plans, the SCAG 2012 RTP/SCS and 2013 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The LRT Alternative is not consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP. Therefore, should the LRT Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.5.3 Alhambra

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the City of Alhambra. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 2.83 ac of land designated in the City of Alhambra General Plan for commercial/office and mixed urban uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Alhambra amend its General Plan Land Use

Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Because none of the land in the City of Alhambra that would be converted to transportation uses is subject to the land use controls in the Valley Boulevard Corridor Specific Plan, the LRT Alternative would not result in any land use inconsistencies with the Valley Boulevard Corridor Specific Plan.

Consistency with Local Plans and Programs

The LRT Alternative would be inconsistent with policies in the City of Alhambra General Plan and the Valley Boulevard Corridor Specific Plan as summarized in Table 6.1.10. Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the goals, objectives, and policies in the Alhambra General Plan and the program goals and programs in the Valley Boulevard Corridor Specific Plan relevant to the SR 710 North Study. As shown in Tables 6.1.10 and 6.1.11, the LRT Alternative would be inconsistent with Objectives 4.1.1 and 4.2.1 (maintenance of LOS D at all City streets and arterial highway intersections) in the Alhambra General Plan, Policy 4.4.1 (to extend the Long Beach Freeway [i.e., I-710]) in the City of Alhambra General Plan, and the program goal in the Valley Boulevard Corridor Specific Plan to support the extension of the I-710 freeway. To resolve these inconsistencies, Metro and Caltrans would request that the City of Alhambra amend its General Plan and the Valley Boulevard Corridor Specific Plan.

6.1.5.4 East Los Angeles

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the unincorporated community of East Los Angeles in Los Angeles County. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 2.17 ac of land designated in the General Plan for multifamily residential, mixed commercial and industrial, and public facility uses in East Los Angeles to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that Los Angeles County amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the East Los Angeles Community Plan, the LRT Alternative would not result in any land use inconsistencies with that Community Plan.

Consistency with Local Plans and Programs

The LRT Alternative would be inconsistent with policies in the Los Angeles County General Plan as summarized in Table 6.1.10. Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the goals, objectives, and policies in the Los Angeles County General Plan and the East Los Angeles Community Plan relevant to the SR 710 North Study. As shown in Tables 6.1.10 and 6.1.11, the LRT Alternative would be inconsistent with Policy 51 (to promote the completion of gaps in partially completed freeways) and Policy 52 (to provide for more efficient multimodal use of the freeway systems) in the Los Angeles County General Plan. The LRT Alternative is consistent with the circulation and transportation policy in the East Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request that the County of Los Angeles amend its General Plan. No amendment to the East Los Angeles Community Plan would be required.

6.1.5.5 El Sereno

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the El Sereno neighborhood in the City of Los Angeles. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 3.02 ac of land designated in the City of Los Angeles General Plan for public facility uses in the El Sereno neighborhood to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Los Angeles amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Consistency with Local Plans and Programs

The LRT Alternative would be inconsistent with one policy in the City of Los Angeles General Plan as summarized in Table 6.1.10. The El Sereno neighborhood is part of the City of Los Angeles and is therefore subject to the same goals, objectives, and policies in the City of Los Angeles General Plan and Northeast Los Angeles Community Plan relevant to the SR 710 North Study. Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study. As shown in Tables 6.1.10 and 6.1.11, the LRT Alternative would be inconsistent with Policy 2.33 (the incremental completion of the General Plan Highways and Freeways system) in the City of Los Angeles General Plan and Objective 10-1 (compliance with Citywide performance standards for LOS) in the Northeast Los Angeles Community Plan. To resolve these inconsistencies, Metro and Caltrans would request that the City of Los Angeles amend its General Plan and the Northeast Los Angeles Community Plan.

6.1.5.6 Irwindale

Compatibility with Existing and Planned Land Uses

Although no LRT Alternative improvements would be constructed in the City of Irwindale, two gravel quarries in Irwindale have been identified as potential receiving sites for the spoils generated by tunnel boring activities under the LRT Alternative. Because the LRT Alternative would not require any property acquisition in Irwindale, the LRT Alternative would not permanently convert any land in Irwindale that has been designated in the General Plan for non-transportation uses to transportation uses. Therefore, the LRT Alternative would not require amendment of the Irwindale General Plan.

Consistency with Local Plans and Programs

Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with issue areas and policies in the City of Irwindale General Plan relevant to the SR 710 North Study. As shown in Table 6.1.11, the LRT Alternative would be consistent with the issue areas and policies in the Irwindale General Plan; therefore, the LRT Alternative would not require an amendment to the City of Irwindale General Plan.

6.1.5.7 Monterey Park

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the City of Monterey Park. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 2.93 ac of land designated in the General Plan for commercial/office, mixed commercial and industrial, and public facility uses to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Monterey Park amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Consistency with Local Plans and Programs

The LRT Alternative would be inconsistent with one policy in the City of Monterey Park General Plan as summarized in Table 6.1.10. Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the goals and policies in the City of Monterey Park General Plan relevant to the SR 710 North Study. As shown in Tables 6.1.10 and 6.1.11, the LRT Alternative would be inconsistent with Policy 1.2 (to lobby for the completion of the Long Beach Freeway [i.e., I-710]) in the City of Monterey Park General Plan. To resolve this inconsistency, Metro and Caltrans would request that the City of Monterey Park amend its General Plan.

6.1.5.8 Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the City of Pasadena. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 2.0 ac of land designated in the City of Pasadena General Plan for mixed urban to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Central District, East Colorado Boulevard, South Fair Oaks, and the West Gateway Specific Plans in the City of Pasadena, the LRT Alternative would not result in any land use inconsistencies with those Specific Plans.

Consistency with Local Plans and Programs

Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the objectives and policies in the City of Pasadena General Plan, the goals in the South Fair Oaks and East Colorado Boulevard Specific Plans, the guiding principles and objectives of the Central District Specific Plan, and the guiding principles of the West Gateway Specific Plan relevant to the SR 710 North Study. As shown in Table 6.1.11, the LRT Alternative would be consistent with the objectives and policies in the Pasadena General Plan, and the goals in the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans. The LRT Alternative would not require amendment of the Pasadena General Plan or the four Specific Plans.

6.1.5.9 South Pasadena

Compatibility with Existing and Planned Land Uses

As shown on Figure 6.3-3 (provided later in Section 6.3), the LRT Alternative would require the acquisition of ROW in the City of South Pasadena. As shown in Table 6.1.9, the LRT Alternative would permanently convert approximately 5.04 ac of land designated in the City of South Pasadena General Plan for multifamily residential, and commercial/office to transportation uses. To resolve this inconsistency, Metro and Caltrans would request that the City of South Pasadena amend its General Plan Land Use Element to modify the non-transportation land use designations shown in Table 6.1.9 to transportation uses.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Mission Street Corridor Specific Plan in the City of South Pasadena, the LRT Alternative would not result in any land use inconsistencies with that Specific Plan.

Consistency with Local Plans and Programs

Table 6.1.11 provides detailed analysis of the consistency/inconsistency of the LRT Alternative with the goals and policies in the City of South Pasadena General Plan and the intent of the Mission Street Specific Plan that are relevant to the SR 710 North Study. As shown in Table 6.1.11, the LRT Alternative would be consistent with the goals and policies in the City of South Pasadena General Plan and the Mission Street Specific Plan. As a result, the LRT Alternative would not require amendment of the South Pasadena General Plan or the Mission Street Specific Plan.

6.1.6 Freeway Tunnel Alternative

6.1.6.1 Summary

This section discusses the potential effects of the single-bore and dual-bore design variations of the Freeway Tunnel Alternative related to land use and planning. The improvements and services included in the Freeway Tunnel Alternative and analyzed in this section are located within the following cities, communities, and neighborhoods:

- Los Angeles County/SCAG Region
- Alhambra
- El Sereno
- Irwindale
- South Pasadena

No physical improvements under the design variations of the Freeway Tunnel Alternative would occur in the following cities, communities, and neighborhoods. As a result, there would be no conversion of General Plan designated land uses to transportation uses, and the Freeway Tunnel Alternative would not be inconsistent with other local land use and transportation plans. Therefore, these cities, communities, and neighborhoods are not discussed further in this section.

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte

- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Lincoln Heights
- Monrovia
- Montebello
- Monterey Park
- Pasadena
- Temple City
- Unincorporated San Gabriel Valley Communities

Although both design variations of the Freeway Tunnel Alternative would result in improvements in the City of Monterey Park, all such improvements would be constructed within the existing public ROW; therefore, both design variations of the Freeway Tunnel Alternative would be compatible with existing and planned land uses in the City of Monterey Park and would be generally consistent with the City of Monterey Park General Plan.

As discussed earlier in Section 6.1.3, the improvements in the TSM/TDM Alternative are also included in the Freeway Tunnel Alternative. The information described in Section 6.1.3 for the effects of the TSM/TDM Alternative is therefore not repeated in the analyses in this section for the Freeway Tunnel Alternative. Refer to Section 6.1.3 for the effects of the TSM/TDM Alternative that would occur as part of the Freeway Tunnel Alternative.

As shown on Figure 2-6 (provided in Chapter 2, Project Description), the Freeway Tunnel Alternative includes the following features:

- **At-Grade Freeway Segment (North Portal):** This segment extends from Interstate 210 (I-210) to south of Green Street in Pasadena. The freeway is at-grade on this segment to accommodate the interchange between the northern end of the I-710 extension and I-210. This freeway segment would be at-grade and visible during both construction and operation of this segment.
- **Cut-and-Cover Tunnel Segment (North Portal):** This segment extends from south of Green Street to north of California Boulevard in Pasadena. The segment of the freeway would be constructed using a cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the north and the bored tunnel segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal south of Green Street.
- **Bored Tunnel Segment:** This segment extends from north of California Boulevard in Pasadena south to north of Valley Boulevard in Alhambra/El Sereno. There would be no surface features along this freeway tunnel segment.
- **Cut-and-Cover Tunnel Segment (South Portal):** This segment extends from north of Valley Boulevard to north of Hellman Avenue in Alhambra/El Sereno. This tunnel would be constructed using the cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the south and the bored tunnel segment to the north, and the on- and off-ramps that will be reconstructed at Valley Boulevard. The cut-and-cover tunnel construction would be visible during construction, but the only surface features on this segment after the completion of construction would be the tunnel portal north of Hellman Avenue and the partial interchange at Valley Boulevard.

- **At-Grade Freeway Segment (South Portal):** This segment extends from I-210 north of Hellman Avenue south to the interchange with Interstate 10 (I-10) in Alhambra/El Sereno. The freeway is at-grade on this segment to accommodate the interchange between the southern end of the I-710 extension and I-10. This freeway segment would be at-grade and visible during both construction and operation of this segment.

The analysis of the potential effects of the Freeway Tunnel Alternative provided in this section related to land use focuses on the features of the Freeway Tunnel Alternative that would be visible during construction and/or operation. These would be the portals at the north and south ends of the freeway tunnel segment, the at-grade freeway segments, and the freeway tunnel segments constructed using the cut-and-cover construction method because those features could potentially result in land use impacts or inconsistencies with local jurisdictions' plans and programs.

Compatibility with Existing and Planned Land Uses

The single-bore and dual-bore design variations of the Freeway Tunnel Alternative would not result in changes to existing land use patterns along any roadways in the jurisdictions in which physical improvements would be constructed. This is because the Freeway Tunnel Alternative would require only minor land acquisition that would not be expected to change the land uses in the adjacent areas.

Figure 6.3-4 (provided later in Section 6.3) shows the ROW that would be acquired for the single-bore design variation of the Freeway Tunnel Alternative. Table 6.1.12 provides the number of acres of each planned land use designation in each jurisdiction that would be permanently converted to transportation uses under the single-bore design variation of the Freeway Tunnel Alternative. As shown in Table 6.1.12, the single-bore design variation of the Freeway Tunnel Alternative would permanently convert approximately 1.4 ac of land designated in the General Plan for commercial/office, public facility, and mixed urban uses to transportation uses.

Figure 6.3-5 (provided later in Section 6.3) shows the ROW that would be acquired for the dual-bore design variation of the Freeway Tunnel Alternative. Table 6.1.13 provides the number of acres of each planned land use designation in each jurisdiction that would be permanently converted to transportation uses under the dual-bore design variation of the Freeway Tunnel Alternative. As shown in Table 6.1.13, the dual-bore design variation of the Freeway Tunnel Alternative would permanently convert approximately 1.4 ac of land designated in the General Plan for commercial/office, public facility, and mixed urban land uses to transportation uses.

Both the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would result in inconsistencies with two local jurisdiction's General Plans, one Specific Plan and one Community Plan, as summarized in Table 6.1.14. If the Freeway Tunnel Alternative is selected for implementation, those inconsistencies would exist until the General Plans and Specific Plans are amended to reflect the transportation improvements in the Freeway Tunnel Alternative. Metro and Caltrans do not have land use planning authority and have no authority to require local jurisdictions to amend their General Plans or Specific Plans. However, because it is generally desirable that the General Plans and Specific Plans be consistent with existing conditions and adopted transportation plans, Metro and Caltrans may request the applicable local jurisdiction to amend its General Plan to reflect the improvements in the Freeway Tunnel Alternative.

Consistency with Regional and Local Plans and Programs

As described in the following sections, the Freeway Tunnel Alternative would be generally consistent with the goals, objectives, and policies in the local jurisdictions' General Plans and Specific Plans. However, the Freeway Tunnel Alternative would result in several inconsistencies with the local jurisdictions' General Plans and one Specific Plan. To resolve these inconsistencies, Metro and Caltrans would request that the local jurisdictions amend their land use plans to provide consistency between the Freeway Tunnel Alternative improvements and those plans.

Further, as discussed below, the tolled operational variations of the dual-bore Freeway Tunnel Alternative design variation would be consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP (tunnel extension of SR 710 North with 4 toll lanes in each direction). However, should the single-bore design variation or the non-tolled operational variations of the dual-bore design variation of the Freeway Tunnel Alternative be selected, the RTP/SCS and FTIP would have to be amended.

6.1.6.2 Los Angeles County and SCAG Region

Consistency with Regional Plans and Programs

As discussed in Section 5.1.2.2, Consistency with Regional, Local, and General Plans, the SCAG 2012 RTP/SCS and 2013 FTIP include a tunnel extension of SR 710 North with 4 toll lanes in each direction. The tolled operational variations of the dual-bore Freeway Tunnel Alternative design variation would be consistent with the scope of the design concept for the project in the 2012 RTP/SCS and 2013 FTIP; however, the single-bore design variation and the non-tolled operational variations of the dual-bore design variation of the Freeway Tunnel Alternative would not. Therefore, should the single-bore design variation or the non-tolled operational variations of the dual-bore design variation of the Freeway Tunnel Alternative be selected, the RTP/SCS and FTIP would have to be amended..

6.1.6.3 Alhambra

Compatibility with Existing and Planned Land Uses

As shown on Figures 6.3-4 and 6.3-5 (provided later in Section 6.3), respectively, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would require the acquisition of ROW in the City of Alhambra. As shown in Tables 6.1.12 and 6.1.13, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would each permanently convert approximately 0.27 ac of land designated in the City of Alhambra General Plan for mixed urban land uses to transportation uses. To resolve these inconsistencies, Metro and Caltrans would request that the City of Alhambra amend its General Plan Land Use Element under either of the design variations of the Freeway Tunnel Alternative to modify the non-transportation land use designations shown in Tables 6.1.12 and 6.1.13 to transportation uses, as applicable.

Because none of the land that would be converted to transportation uses is subject to the land use controls in the Valley Boulevard Corridor Specific Plan in the City of Alhambra, the Freeway Tunnel Alternative would not result in any land use inconsistencies with that Specific Plan.

Consistency with Local Plans and Programs

Table 6.1.15 provides detailed analysis of the consistency/inconsistency of both design variations of the Freeway Tunnel Alternative with the goals, objectives, and policies in the Alhambra General Plan and the program goals and programs in the Valley Boulevard Corridor Specific Plan relevant to the SR 710 North Study. As shown in Table 6.1.15, both design variations of the Freeway Tunnel Alternative would be inconsistent with Objectives 4.1.1 and 4.2.1 (maintenance of LOS D at all City streets and arterial highway intersections) in the Alhambra General Plan and the program goal in the Valley Boulevard Corridor Specific Plan to maintain LOS D on all roadways within the Specific Plan area. To resolve these inconsistencies, Metro and Caltrans would request that the City of Alhambra amend its General Plan and the Valley Boulevard Corridor Specific Plan.

6.1.6.4 El Sereno

Compatibility with Existing and Planned Land Uses

As shown on Figures 6.3-4 and 6.3-5 (provided later in Section 6.3), respectively, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would require the acquisition of ROW in the El Sereno neighborhood in the City of Los Angeles. As shown in Tables 6.1.12 and 6.1.13, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would each permanently convert approximately 1.16 ac of land designated in the City of Los Angeles General Plan for commercial/office and public facility land uses in El Sereno to transportation uses. To resolve these inconsistencies, Metro and Caltrans would request that the City of Los Angeles amend its General Plan Land Use Element under either of the design variations of the Freeway Tunnel Alternative to modify the non-transportation land use designations shown in Tables 6.1.12 and 6.1.13 to transportation uses, as applicable.

Consistency with Local Plans and Programs

The El Sereno neighborhood is part of the City of Los Angeles and is therefore subject to the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study. Table 6.1.15 provides detailed analysis of the consistency/inconsistency of the Freeway Tunnel Alternative with the goals, objectives, and policies in the City of Los Angeles General Plan and the Northeast Los Angeles Community Plan relevant to the SR 710 North Study. As shown in Tables 6.1.14 and 6.1.15, the Freeway Tunnel Alternative would be consistent with the objectives and policies in the General Plan and the goals, objectives, and policies in the Northeast Los Angeles Community Plan, but would be inconsistent with Objective 10-1 (compliance with Citywide performance standards for LOS) in the Northeast Los Angeles Community Plan. To resolve this inconsistency, Metro and Caltrans would request that the City of Los Angeles amend the Northeast Los Angeles Community Plan.

6.1.6.5 Irwindale

Compatibility with Existing and Planned Land Uses

Although no Freeway Tunnel Alternative improvements would be constructed in the City of Irwindale, two gravel quarries in Irwindale have been identified as potential receiving sites for the spoils generated by tunnel boring activities under the Freeway Tunnel Alternative. Because neither design variation of the Freeway Tunnel Alternative would require any property acquisition in Irwindale, the Freeway Tunnel Alternative would not permanently convert any land in Irwindale that has been General Plan designated for non-transportation uses to transportation uses. Therefore,

neither design variation of the Freeway Tunnel Alternative would require amendment of the Irwindale General Plan Land Use Element of the City of Irwindale General Plan.

Consistency with Local Plans and Programs

Table 6.1.15 provides detailed analysis of the consistency/inconsistency of both design variations of the Freeway Tunnel Alternative with issue areas and policies in the City of Irwindale General Plan relevant to the SR 710 North Study. As shown in Table 6.1.15, both design variations of the Freeway Tunnel Alternative would be consistent with the issue areas and policies in the Irwindale General Plan. As a result, the design variations of the Freeway Tunnel Alternative would not require amendment of the City of Irwindale General Plan.

6.1.6.6 South Pasadena

Compatibility with Existing and Planned Land Uses

Because neither design variation of the Freeway Tunnel Alternative would require any property acquisition in the City of South Pasadena, the Freeway Tunnel Alternative would not permanently convert any land in South Pasadena that has been General Plan designated for non-transportation uses to transportation uses. Therefore, neither design variation of the Freeway Tunnel Alternative would result in any land use inconsistencies with the South Pasadena General Plan Land Use Element.

Consistency with Local Plans and Programs

Both design variations of the Freeway Tunnel Alternative would be inconsistent with one policy in the South Pasadena General Plan as summarized in Table 6.1.14. Table 6.1.15 provides detailed analysis of the consistency/inconsistency of the design variations of the Freeway Tunnel Alternative with the goals and policies in the South Pasadena General Plan and the intent of the Mission Street Specific Plan that are relevant to the SR 710 North Study. As shown in Tables 6.1.14 and 6.1.15, both design variations of the Freeway Tunnel Alternative would be inconsistent with the No 710 Extension Policy in the City of South Pasadena General Plan. Both design variations of the Freeway Tunnel Alternative would be consistent with the intents in the Mission Street Specific Plan. To resolve this inconsistency, Metro and Caltrans would request that the City of South Pasadena amend its General Plan. No amendment to the Mission Street Specific Plan would be required.

TABLE 6.1.1:
Summary of Inconsistencies of the No Build Alternative with Land Use Plans

Policy	No Build Alternative Inconsistencies
Alhambra General Plan	
<p>Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.</p>	<p>Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and six study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all streets in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.1.1.</p>
<p>Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.</p>	<p>Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and six study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.2.1.</p>
<p>Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.</p>	<p>Inconsistent. The No Build Alternative would not extend the Long Beach Freeway (I-710) from its current terminus at Valley Boulevard to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 4.4.1.</p>
Valley Boulevard Corridor Specific Plan (City of Alhambra)	
<p>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).</p>	<p>Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the PM peak hour (Atlantic Boulevard/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Valley Boulevard Corridor Specific Plan Area, the No Build Alternative would be inconsistent with this program goal.</p>
<p>Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.</p>	<p>Inconsistent. The No Build Alternative would not extend I-710 or pursue operational capacity improvements for the I-710 Freeway. Therefore, the No Build Alternative would not be consistent with this program goal.</p>

TABLE 6.1.1:
Summary of Inconsistencies of the No Build Alternative with Land Use Plans

Policy	No Build Alternative Inconsistencies
East Los Angeles (Los Angeles County General Plan)	
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The No Build Alternative would not complete gaps or missing segments of partially completed freeways, including I-710. Therefore, the No Build Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The No Build Alternative would not provide for more efficient multimodal use of the existing freeway system. Therefore, the No Build Alternative would not be consistent with Policy 52.
Northeast Los Angeles Community Plan (City of Los Angeles)	
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.	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Concord Avenue/Alhambra Avenue, Daly Street/Broadway, and Pasadena Avenue/Broadway) and four study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Concord Avenue/Alhambra Avenue, Eastern Avenue/Huntington Drive, and Figueroa Street/SR 134 WB Ramps) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan, the No Build Alternative would be inconsistent with Objective 10-1.
Monterey Park General Plan	
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).	Inconsistent. The No Build Alternative would not extend the Long Beach Freeway (I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 1.2.

Source: LSA Associates, Inc. (2014).

Note: The No Build Alternative would not be inconsistent with the Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena General Plans and the South Fair Oaks, East Colorado Boulevard, Central District, and West Gateway Specific Plans in the City of Pasadena.

I-710 = Interstate 710 (also referred to as the Long Beach Freeway)

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
ALHAMBRA LAND USE PLAN CONSISTENCY	
General Plan Circulation Element	
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.	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and six study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all streets in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.1.1.
Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.	Consistent. The No Build Alternative includes traffic signal synchronization projects included in the SCAG 2012 RTP/SCS and regional traffic plans. Therefore, the No Build Alternative would be consistent with Policy 4.1.6.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Atlantic Boulevard/Glendon Way, Fremont Avenue/Norwood Avenue, and Garfield Avenue/Mission Road) and six study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road, Atlantic Boulevard/Valley Boulevard, Fremont Avenue/Mission Road, Fremont Avenue/Norwood Avenue, Garfield/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the City of Alhambra, the No Build Alternative would be inconsistent with Objective 4.2.1.
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.	Consistent. The No Build Alternative includes projects and programs included in the SCAG 2012 RTP/SCS and the FTIP for the SCAG region. Therefore, the projects in the No Build Alternative would be eligible for state and federal funding and the No Build Alternative would be consistent with Policy 4.2.3.
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The No Build Alternative would not extend the Long Beach Freeway from its current terminus at Valley Boulevard to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 4.4.1.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, the SCAG 2012 RTP/SCS, and the Metro 2009 LRTP with input from Metro, the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District. Therefore, the No Build Alternative would be consistent with Policy 4.5.1.
Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit ¹ 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.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 4.5.6.
Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 4.5.7.
General Plan Noise Element	
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.	Consistent. If projects in the No Build Alternative exceed applicable noise standards, noise attenuation would be considered under CEQA and/or NEPA, as applicable to each project. Therefore, the No Build Alternative would be consistent with Policy 4.1.2.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
Valley Boulevard Corridor Specific Plan (City of Alhambra)	
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).	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the PM peak hour (Atlantic Boulevard/Valley Boulevard) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Valley Boulevard Corridor Specific Plan Area, the No Build Alternative would be inconsistent with this program goal.
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. However, none of those projects and programs would be in the Valley Boulevard Corridor Specific Plan area. Therefore, the No Build Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.	Not Applicable. The No Build Alternative would not improve Valley Boulevard or other arterials in the Valley Boulevard Corridor Specific Plan area. Therefore, this program goal is not applicable to the No Build Alternative.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The No Build Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the No Build Alternative would not be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and the SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with this program goal.
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS that would improve the regional transit system. However, none of these projects and programs would be in this Specific Plan area. Therefore, the No Build Alternative would be consistent with this program goal.
EAST LOS ANGELES, LOS ANGELES COUNTY LAND USE PLAN CONSISTENCY	
Los Angeles County General Plan Urban Form Element	
Policy 34: Promote the development of an improved public transportation system to link regional centers.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with Policy 34.
Los Angeles County General Plan Transportation Element	
Policy 48: Emphasize development of an improved public transportation system that will support urban revitalization.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP. Therefore, the No Build Alternative would be consistent with Policy 48.
Policy 50: Support the development of a transportation system that will make a positive contribution to the improvement of air quality.	Consistent. The No Build Alternative includes projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS resulting in improvements to air quality. Therefore, the No Build Alternative would be consistent with Policy 50.
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The No Build Alternative would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the No Build Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The No Build Alternative would not provide for more efficient multimodal use of the current freeway system. Therefore, the No Build Alternative would not be consistent with Policy 52.
East Los Angeles Community Plan	
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.	Consistent. The No Build Alternative includes the projects and programs included in the Metro 2009 LRTP and SCAG 2012 RTP/SCS. Therefore, the No Build Alternative would be consistent with the Circulation and Transportation Policy.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
CITY OF LOS ANGELES GENERAL PLAN (EAGLE ROCK)	
Transportation Element	
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 region wide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.	Consistent. None of the improvements included in the No Build Alternative, which includes projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would establish region-wide TDM programs to achieve regional trip reductions and/or increased vehicle occupancy. However, because none of the improvements included in the No Build Alternative would preclude the establishment of regional TDM programs, the No Build Alternative would be consistent with Policy 2.2.
Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 2.5.
Policy 2.14: Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.	Consistent. While not specifically mentioned as a specific project within planning documents, improvements to heavily traveled bus routes would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Policy 2.14.
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.	Consistent. While not specifically mentioned as a specific project within planning documents, the expansion of express and local bus service in priority corridors would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Policy 2.16.
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.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would install TSM improvements in the City of Los Angeles. However, because none of the improvements included in the No Build Alternative would preclude the City's efforts to establish priority corridors for TSM improvements, the No Build Alternative would be consistent with Policy 2.22.
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.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would maximize arterial street peak-hour capacity in the City of Los Angeles by removing curb parking during peak hours in locations where such removal would create an additional travel and /or bus lane. However, because none of the improvements included in the No Build Alternative would preclude the City's efforts to maximize arterial street peak-hour capacity by removing curb parking during peak hours, the No Build Alternative would be consistent with Policy 2.26.
Policy 2.29: Consider highway infrastructure investments primarily along severely congested corridors.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include highway infrastructure investments along severely congested corridors. Therefore, the No Build Alternative would be consistent with Policy 2.29.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and the Metro 2009 LRTP, that include the replacement of the existing Riverside Drive Bridge over the Los Angeles River and Riverside Drive Viaduct/Grade Separation Structure with an integrated two-lane standard-curvature bridge and grade separation structure as well as other improvements consistent with the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element. Therefore, the No Build Alternative would be consistent with Policy 2.33.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would implement appropriate TDM and TSM measures in the City of Los Angeles. However, because none of the improvements included in the No Build Alternative would preclude the City from implementing appropriate TDM and TSM measures, the No Build Alternative would be consistent with Policy 2.34.
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	Consistent. None of the improvements included in the No Build Alternative, which include projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, would implement the 1996 City Bicycle Plan. However, because none of the improvements included in the No Build Alternative would preclude the City from implementing the 1996 City Bicycle Plan, the No Build Alternative would be consistent with Policy 10.1
Policy 10.2: Continue completion of the Highways and Freeways system utilizing the cross sections presented 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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include the replacement of the existing Riverside Drive Bridge over the Los Angeles River and Riverside Drive Viaduct/Grade Separation Structure with an integrated two-lane standard-curvature bridge and grade separation structure as well as other improvements consistent with the planned Highways and Freeways Maps in the City of Los Angeles General Plan Transportation Element. All such improvements would be consistent with the cross sections presented in the Street Designations and Standards Chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the No Build Alternative would be consistent with Policy 10.2.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to designated major and secondary highways in the City of Los Angeles. All such improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the No Build Alternative would be consistent with Policy 10.5.
NORTHEAST LOS ANGELES COMMUNITY PLAN (EAGLE ROCK)	
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.	Inconsistent. While the No Build Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the No Build Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Concord Avenue/Alhambra Avenue, Daly Street/Broadway, and Pasadena Avenue/Broadway) and four study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Concord Avenue/Alhambra Avenue, Eastern Avenue/Huntington Drive, and Figueroa Street/SR 134 WB Ramps) in 2035. Because the No Build Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan, the No Build Alternative would be inconsistent with Objective 10-1.
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.	Consistent. While not specifically mentioned as a specific project within planning documents, improvements to local and express bus routes and bus routes that connect with freeways and rail facilities would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Objective 11-1.
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.	Consistent. While not specifically mentioned as a specific project within planning documents, improvements to local bus service to and within the Northeast Los Angeles plan area would be addressed by Metro as part of their routine operations planning process. Therefore, the No Build Alternative would be consistent with Policy 11-1.1.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 11-1.2.
Objective 11-2: To increase the works trips and non-work trips made on public transit.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Objective 11-2.
Policy 11-2.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include new transit stops. All new transit stops would be appropriately designed. Therefore, the No Build Alternative would be consistent with Policy 11-2.2.
MONTEREY PARK LAND USE PLAN CONSISTENCY	
General Plan Circulation Element	
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.	Consistent. The No Build Alternative would not interfere with the City's support of Caltrans' efforts to improve traffic flow on the freeway system. Therefore, the No Build Alternative would consistent with Policy 1.1.
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).	Inconsistent. The No Build Alternative would not extend I-710 from its current terminus at Valley Boulevard north to Pasadena. Therefore, the No Build Alternative would not be consistent with Policy 1.2.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum regional mobility. Therefore, the No Build Alternative would be consistent with the support efforts described in Policy 1.3.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum regional mobility. These include improvements prioritized in the City of Monterey Park General Plan Circulation Element. Therefore, the No Build Alternative would be consistent with Policy 2.1.
Policy 2.5: Implement intelligent transportation system technologies to improve traffic flow.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include transportation system technologies. Therefore, the No Build Alternative would be consistent with Policy 2.5.
Policy 2.7: Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include ATM technology, which includes arterial speed data collection and arterial CMS. Therefore, the No Build Alternative would be consistent with Policy 2.7.
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.	Consistent. The No Build Alternative includes enhancements to regional bus service as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.4.
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.	Consistent. The No Build Alternative includes enhancements to regional bus service as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.5.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The No Build Alternative includes enhancements addressing long- and short-term transit goals as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 4.8.
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.	Consistent. The No Build Alternative includes bicycle facility improvements as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 5.1.
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 at light rail and other transit stations.	Consistent. The No Build Alternative includes bicycle facility improvements as part of the enhanced mobility planning in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 5.3.
PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Element	
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.	Consistent. Improvements in the No Build Alternative in the City of Pasadena would be implemented by the City and include identification of corridors and signage as the City desires. These could apply to projects/planned improvements through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. Therefore, the No Build Alternative would be consistent with Policy 1.5.
Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. All proposed improvements are based on future growth projections provided by SCAG. Therefore, the No Build Alternative would be consistent with Policy 1.8.
Policy 1.10: Promote user safety in design and development of new transportation projects and services.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Policy 1.10.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 1.18.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP. The City can pursue federal funding for these projects, some of which are aimed at reduction of trips by automobile. Therefore, the No Build Alternative would be consistent with Policy 1.21.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that encourage transit use. Therefore, the No Build Alternative would be consistent with Policy 2.4.
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.	Consistent. The No Build Alternative includes projects/planned improvements, including bicycle facilities, through 2035 that are included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote bicycle riding for commuting and recreation. Therefore, the No Build Alternative would be consistent with Policy 2.8.
Objective 3.2.4: Manage Multimodal Corridors.	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the improvement of bicycle facilities, including bicycle parking. Therefore, the No Build Alternative would be consistent with Policy 4.13.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
General Plan Land Use Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote improvements to regional air quality. Therefore, the No Build Alternative would be consistent with Policy 18.1.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote accessibility to all public transportation services. Therefore, the No Build Alternative would be consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote minimizing traffic impacts. Therefore, the No Build Alternative would be consistent with Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote non-motorized modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 20.4.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote non-motorized modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 21.10.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote bicycle facility improvements. Therefore, the No Build Alternative would be consistent with Policy 23.3.
General Plan Noise Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative transportation modes and would thereby reduce traffic noise. Therefore, the No Build Alternative would be consistent with Policy 2c.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation and would thereby reduce traffic noise. Therefore, the No Build Alternative would be consistent with Policy 2d.
South Fair Oaks Specific Plan (City of Pasadena)	
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.	
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional mitigation of traffic-related impacts. Therefore, the No Build Alternative would be consistent with Policy 1b.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
East Colorado Boulevard Specific Plan (City of Pasadena)	
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, "To improve the appearance, function, and urban ambience of East Colorado Boulevard," the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.	
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote public transit. Therefore, the No Build Alternative would be consistent with Policy 1b.
Central District Specific Plan (City of Pasadena)	
Objective 1: 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 will accommodate access by foot, bicycle, transit, and car.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Objective 22.
Objective 25: Promote transit use. Transit will be an available 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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use. Therefore, the No Build Alternative would be consistent with Objective 25.
West Gateway Specific Plan (City of Pasadena)	
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.	
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit use in order to mitigate regional traffic congestion. Therefore, the No Build Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator buses, and all other means of public transportation, including bicycles and pedestrians.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote transit opportunities. Therefore, the No Build Alternative would be consistent with Guiding Principle 11.
ROSEMEAD LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
Goal 2: Development of infrastructure and service to support alternatives modes of travel.	
Policy 2.7: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional public transportation. Therefore, the No Build Alternative would be consistent with Policy 2.7.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 2.8.
General Plan Resource Management Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 4.1.
Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 4.2.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 4.3.
General Plan Noise Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote solutions to reduce traffic congestion and impacts related to noise. Therefore, the No Build Alternative would be consistent with Policy 2.1.
General Plan Parks, Open Space, Greenbelt, and Public Art Element	
Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.	
Policy 1.2: Develop pedestrian/bicycle trail systems in the City.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 1.2.
SAN GABRIEL LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Chapter	
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).	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional alternative modes of transportation. The No Build Alternative would enhance local roadways and public transit; therefore, the No Build Alternative would be consistent with Target 3.1.1.
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).	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that are designed to improve the efficiency of local roads and public transit and to provide enhanced mobility for all users. Therefore, the No Build Alternative would be consistent with Target 3.1.2.
Target 3.1.3: Improve the City’s interregional transportation capabilities (including arterials, freeway network, transit facilities, etc.).	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to the regional transportation system, including arterials, freeways, and transit facilities. Therefore, the No Build Alternative would be consistent with Target 3.1.3.
Target 3.3.1: Promote expansion of regional and local transit service within two years. (Figure 3.6 Existing Bus Routes)	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, and Metro 2009 LRTP, that include improvements to regional and local transit service. Therefore, the No Build Alternative would be consistent with Target 3.3.1.
Target 3.3.3: Expand local bus service into and out of the Valley Blvd commercial/retail corridor within two years.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include improvements to regional and local transit service. Therefore, the No Build Alternative would be consistent with Target 3.3.3, but it is unclear as to whether the 2-year goal will be met.
Goal 3.5: Promote the use of bicycles for transportation.	
Target 3.5.1: Expand the citywide bikeway system. See figure 3-6.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation, including bicycling and walking. Therefore, the No Build Alternative would be consistent with Target 3.5.1.
Target 3.5.2: Promote the development of a regional bikeway system cooperation with State, County, and neighboring communities.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation, including bicycling and walking. Therefore, the No Build Alternative would be consistent with Target 3.5.2.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
Goal 3.6: Enhance pedestrian access and circulation.	
Target 3.6.1: Provide pedestrian amenities in new development and in street improvement programs.	Consistent. Improvements in the No Build Alternative may affect sidewalks adjacent to where those improvements are located. Sidewalks adjacent to No Build Alternative improvements would be protected in place during construction and if disturbed during construction, would be replaced consistent with applicable City requirements. Therefore, the No Build Alternative would be consistent with Target 3.6.1.
General Plan Environmental Resources Chapter	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 L RTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Target 8.6.2.
General Plan Community Design Chapter	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 L RTP. The City may apply TSM tools to future projects at its own discretion. Therefore, the No Build Alternative would be consistent with Target 10.15.1.
SAN MARINO LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. Therefore, the No Build Alternative would be consistent with Goal 4.
Goal 6: Reduce the speed and volume of traffic on all major and secondary streets.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. Traffic speed limits are determined by the City. Therefore, the No Build Alternative would be consistent with Goal 6.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. Therefore, the No Build Alternative would be consistent with Goal 9.
Goal 10: Support regional efforts to implement a comprehensive public transit program offering a range of alternatives to the automobile.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. Therefore, the No Build Alternative would be consistent with Goal 10.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. These improvements include alternative transportation modes. Therefore, the No Build Alternative would be consistent with Goal 12.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS, Measure R, and the funded part of the Metro 2009 L RTP. Therefore, the No Build Alternative would be consistent with Goal 14.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation and Accessibility Element	
No 710 Extension Policy (pp. III-6): 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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 L RTP, that promote solutions to reduce traffic congestion without extending I-710. Therefore, the No Build Alternative would be consistent with this general policy.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
Goal 1: Provide convenient, efficient and safe mobility within the city.	
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote solutions to reduce traffic congestion. Therefore, the No Build Alternative would be consistent with Policy 1.1.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote alternative modes of transportation. Therefore, the No Build Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional public transportation. Therefore, the No Build Alternative would be consistent with Policy 2.4.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote agency coordination in the development of transportation improvements. Therefore, the No Build Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, which promote regional transportation. Therefore, the No Build Alternative would be consistent with Policy 3.3.
Land Use and Community Design Element	
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote optimum mobility. Therefore, the No Build Alternative would be consistent with Policy 3.5.
General Plan Noise Element	
GOAL 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and 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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the availability of public transit. Therefore, the No Build Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote regional transportation services. Therefore, the No Build Alternative would be consistent with Policy 6.2.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 6.5.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote active transportation. Therefore, the No Build Alternative would be consistent with Policy 6.6.
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.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that include goals for improving regional air quality. Therefore, the No Build Alternative would be consistent with Policy 18.1.

TABLE 6.1.2:
Land Use Plan Consistency Analysis for the No Build Alternative

Policy	Consistent/Inconsistent?
Mission Street Specific Plan (City of South Pasadena)	
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.	Consistent. The No Build Alternative includes projects/planned improvements through 2035 included in the FTIP, as listed in the SCAG 2012 RTP/SCS and Metro 2009 LRTP, that promote the availability of public transit. Therefore, the No Build Alternative would be consistent with Intent 1.

Source: LSA Associates, Inc. (2014).

¹ A paratransit system or service supplements a larger public transit system by providing individualized rides without fixed routes or timetables. Paratransit services may include taxis, vans, or small buses or an on-demand service that provides door-to-door service from any origin to any destination in the service area. Paratransit services may be provided by public transit agencies, community groups, as well as for-profit or not-for-profit private companies.

ATM = Active Traffic Management
 Caltrans = California Department of Transportation
 CEQA = California Environmental Quality Act
 CMS = changeable message signs
 FTIP = Federal Transportation Improvement Program
 I-710 = Interstate 710
 LRTP = Long Range Transportation Plan
 Metro = Los Angeles County Metropolitan Transportation Authority
 NEPA = National Environmental Policy Act
 RTP = Regional Transportation Plan
 RTP/SCS= Regional Transportation Plan/Sustainable Communities Strategy
 SCAG = Southern California Association of Governments
 TDM = Transportation Demand Management
 TSM = Transportation System Management

TABLE 6.1.3:
Use of General Plan Designated Land Uses by the TSM/TDM Alternative

City or Neighborhood	General Plan Designated Land Uses (acres ¹)					Grand Total
	Commercial/Office	Mixed Urban	Multifamily Residential	Public Facility	Single-Family Residential	
Alhambra	0.02	-	-	-	-	0.02
Eagle Rock	-	-	-	0.01	-	0.01
Pasadena	-	0.39	0.01	-	-	0.40
Rosemead	-	0.002	-	-	-	0.002
San Gabriel	0.02	-	-	0.03	0.001	0.05
South Pasadena	0.05	-	0.01	-	-	0.06
Grand Total	0.10	0.40	0.02	0.04	0.001	0.55

Source 1: *Draft Relocation Impact Report* (2014).

Source 2: Southern California Association of Governments (2008).

¹ Values are rounded to two decimal places except where three decimal places were necessary to provide a value; therefore, the grand totals are rounded as well.

TSM/TDM = Transportation System Management/Transportation Demand Management

TABLE 6.1.4:
Summary of Inconsistencies of the TSM/TDM Alternative with Land Use Plans

Policy	Description of Inconsistency
ALHAMBRA GENERAL PLAN	
Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and four study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, two of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all streets in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.1.1.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and four study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, two of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.2.1.
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The TSM/TDM Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the TSM/TDM Alternative would not be consistent with Policy 4.4.1.

TABLE 6.1.4:
Summary of Inconsistencies of the TSM/TDM Alternative with Land Use Plans

Policy	Description of Inconsistency
VALLEY BOULEVARD CORRIDOR SPECIFIC PLAN (CITY OF ALHAMBRA)	
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).	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the TSM/TDM Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, the TSM/TDM Alternative would be inconsistent with this program goal.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The TSM/TDM Alternative would not extend or pursue operational capacity improvements on I-710. Therefore, the TSM/TDM Alternative would not be consistent with this program goal.
CITY OF LOS ANGELES GENERAL PLAN TRANSPORTATION ELEMENT (EAGLE ROCK AND EL SERENO)	
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.	Inconsistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock and El Sereno. Although most of these improvements would be consistent with General Plan Highways and Freeways System Maps, the TSM/TDM Alternative would not complete I-710 between El Sereno and Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the TSM/TDM Alternative would not be consistent with Policy 2.33.
NORTHEAST LOS ANGELES COMMUNITY PLAN (CITY OF LOS ANGELES)	
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.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at two study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Concord Avenue/Alhambra Avenue) and three study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Eagle Rock Boulevard/Verdugo Road/Avenue 40, and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Broadway/Colorado Boulevard) would also experience unacceptable LOS during the AM peak hour and two of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the TSM/TDM Alternative would be inconsistent with Objective 10-1.
LOS ANGELES COUNTY GENERAL PLAN (UNINCORPORATED SAN GABRIEL VALLEY COMMUNITIES)	
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The TSM/TDM Alternative would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the TSM/TDM Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The TSM/TDM Alternative would not provide for more efficient multimodal use of the current freeway system. Therefore, the TSM/TDM Alternative would not be consistent with Policy 52.

Source: LSA Associates, Inc., 2014.

Note: The TSM/TDM Alternative would not be inconsistent with the Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena General Plans.

I-710 = Interstate 710

TSM/TDM = Transportation System Management/Transportation Demand Management

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
ALHAMBRA LAND USE PLAN CONSISTENCY ANALYSIS	
<i>General Plan Circulation Element</i>	
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.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and four study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, two of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all streets in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.1.1.
Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.	Consistent. The TSM/TDM Alternative would install CMS signs at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.1.6.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at three study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Marengo Avenue/Valley Boulevard) and four study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Main Street, Atlantic Boulevard/Mission Road, Fremont Avenue/Mission Road, and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, two of the study intersections (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the City of Alhambra, the TSM/TDM Alternative would be inconsistent with Objective 4.2.1.
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.	Consistent. The TSM/TDM Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the TSM/TDM Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements included in the TSM/TDM Alternative. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.2.3.
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The TSM/TDM Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the TSM/TDM Alternative would not be consistent with Policy 4.4.1.
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.	Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service and bus service improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.5.1.
Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit ¹ 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.	Consistent. The TSM/TDM Alternative would improve circulation and reduce air and noise pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved through the inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, and local street improvements as well as more bus service options. The TSM/TDM Alternative would be consistent with Policy 4.5.6.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.	Consistent. The TSM/TDM Alternative strategies include facilitating higher vehicle occupancy, reducing peak-hour trips, reducing the use of motor vehicles, and encouraging ridesharing and transit use. The TSM/TDM Alternative would reduce traffic congestion by expanding transportation options. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.5.7.
Policy 4.1.2: Insure the inclusion of noise mitigation measures in the design of new roadway projects in Alhambra.	Not Applicable. The TSM/TDM Alternative does not include the design of new roadways in the City of Alhambra. This Alternative involves traffic improvements to existing roadways and intersections. Therefore, Policy 4.1.2 is not applicable to the TSM/TDM Alternative.
Valley Boulevard Corridor Specific Plan (City of Alhambra)	
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).	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the TSM/TDM Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, the TSM/TDM Alternative would be inconsistent with this program goal.
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.	Consistent. The TSM/TDM Alternative is designed to maximize the efficiency of the existing infrastructure by improving capacity without increasing the number of through lanes. Therefore, the TSM/TDM Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.	Consistent. The TSM/TDM Alternative would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although the TSM/TDM Alternative improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the TSM/TDM Alternative would be consistent with this program goal.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The TSM/TDM Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the TSM/TDM Alternative would not be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.	Consistent. The TSM/TDM Alternative includes strategies and improvements to increase the efficiency and capacity of the existing transportation system. Therefore, the TSM/TDM Alternative would be consistent with this program goal.
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.	Consistent. The TSM/TDM Alternative would improve the efficiency of multiple modes of transportation through the provision of pedestrian, bicycle, intersection, intelligent transportation systems, and local street improvements, as well as more bus service options, including services intersecting Valley Boulevard. Therefore, the TSM/TDM Alternative would be consistent with this program goal.
CITY OF LOS ANGELES LAND USE PLAN CONSISTENCY ANALYSIS (EAGLE ROCK, EL SERENO, AND GLASSSELL PARK)	
City of Los Angeles General Plan Transportation Element	
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 region wide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.	Consistent. The TSM/TDM Alternative includes TDM strategies to facilitate higher vehicle occupancy or reduction in traffic congestion by expanding the traveler’s transportation options in terms of travel mode, travel time, travel route, travel costs, and the quality and convenience of the travel experience. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.2.
Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.5.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
Policy 2.14: Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.	Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.14.
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.	Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.16.
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.	Consistent. The TSM/TDM Alternative includes TSM strategies to improve local street and intersections throughout the study area and ATM technology. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.22.
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.	Consistent. The TSM/TDM Alternative includes strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.26.
Policy 2.29: Consider highway infrastructure investments primarily along severely congested corridors.	Consistent. The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the TSM/TDM Alternative is consistent with Policy 2.29.
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.	Inconsistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock and El Sereno. Although most of these improvements would be consistent with General Plan Highways and Freeways System Maps, the TSM/TDM Alternative would not complete I-710 between El Sereno and Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the TSM/TDM Alternative would be inconsistent with Policy 2.33.
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.	Consistent. The TSM/TDM Alternative includes implementation of appropriate TSM and TDM measures throughout the study area. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.34.
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	Inconsistent. While the TSM/TDM Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the TSM/TDM Alternative would result in LOS deterioration to unacceptable levels at two study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Concord Avenue/Alhambra Avenue) and three study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard, Eagle Rock Boulevard/Verdugo Road/Avenue 40, and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Broadway/Colorado Boulevard) would also experience unacceptable LOS during the AM peak hour and two of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the TSM/TDM Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the TSM/TDM Alternative would be inconsistent with Objective 10-1.
Policy 10.2: Continue completion of the Highways and Freeways system utilizing the cross sections presented 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	Consistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. All such improvements would be consistent with the cross sections presented in the Street Designations and Standards chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the TSM/TDM Alternative would be consistent with Policy 10.2.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The TSM/TDM Alternative would include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. All such improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the TSM/TDM Alternative would be consistent with Policy 10.5.
City of Los Angeles Northeast Los Angeles Community Plan (Eagle Rock, El Sereno, and Glassell Park)	
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.	Consistent. The TSM/TDM Alternative would not substantially change traffic patterns or generate new traffic demand; therefore, the TSM/TDM Alternative would be consistent with Objective 10-1.
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.	Consistent. The TSM/TDM Alternative includes strategies to expand and improve existing bus service throughout the study area, including Northeast Los Angeles. Therefore, the TSM/TDM Alternative would be consistent with Objective 11-1.
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.	Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-1.1.
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.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-1.2.
Objective 11-2: To increase the works trips and non-work trips made on public transit.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles and encourage public transit use. Therefore, the TSM/TDM Alternative would be consistent with Objective 11-2.
Policy 11-2.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.	Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area in part to reduce congestion. All new transit stops will be appropriately designed. Therefore, the TSM/TDM Alternative would be consistent with Policy 11-2.2.
PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Element	
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.	Consistent. The TSM/TDM Alternative includes ATM technology that would provide arterial CMS at key locations in the study area to make real-time travel time and other traffic data available to the public. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.5.
Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.	Consistent. The TSM/TDM Alternative includes strategies to facilitate higher vehicle occupancy, reduce peak-hour trips and the use of motor vehicles, improve bicycle facilities, and encourage ridesharing and transit use. The TSM/TDM Alternative focuses on reducing traffic congestion by increasing the use of mass transit and other alternatives to the private automobile. All the proposed improvements are based on future growth projections provided by SCAG. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.8.
Policy 1.10: Promote user safety in design and development of new transportation projects and services.	Consistent. The TSM/TDM Alternative would promote user safety in the design and development of new transportation projects and services. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.10.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The TSM/TDM Alternative would reduce air pollution by increasing the availability and efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.18.
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.	Consistent. The TSM/TDM Alternative was developed based on input from the TAC. If selected, the TSM/TDM Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the transportation improvements included in the TSM/TDM Alternative. The TSM/TDM Alternative would not interfere with the City pursuit of funding opportunities for other automobile reduction strategies. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.21.
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.	Consistent. The TSM/TDM Alternative includes strategies to encourage transit use through expanded bus service and improved bicycle parking facilities at existing Metro Gold Line Stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.4.
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.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations, to promote bicycle riding for commuting and recreation. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.8.
Objective 3.2.4: Manage Multimodal Corridors.	
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.	Consistent. The TSM/TDM Alternative includes on-street Class III bicycle facilities and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.13.
General Plan Land Use Element	
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.	Consistent. The TSM/TDM Alternative consists of strategies to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts, including regional air quality. Therefore, the TSM/TDM Alternative would be consistent with Policy 18.1.
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.	Consistent. The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts. The TSM/TDM Alternative also includes expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.	Consistent. The TSM/TDM Alternative consists of strategies to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent to Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The TSM/TDM Alternative includes strategies to improve bicycle facilities including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the TSM/TDM Alternative would be consistent with Policy 20.4.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The TSM/TDM Alternative includes strategies to expand travelers' transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, and provide increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The TSM/TDM Alternative includes strategies to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 21.10.
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.	Consistent. The TSM/TDM Alternative includes strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the TSM/TDM Alternative would be consistent with Policy 23.3.
General Plan Noise Element	
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.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options, in part to minimize traffic noise. Therefore, the TSM/TDM Alternative would be consistent with Policy 2c.
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.	Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro and includes expanding travelers' transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options in part to minimize traffic noise. Therefore, the TSM/TDM Alternative would be consistent with Policy 2d.
South Fair Oaks Specific Plan (City of Pasadena)	
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.	
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.	Consistent. The TSM/TDM Alternative would add a new on-ramp to SR 110 from State Street, which would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on two bus routes that serve the Specific Plan area (Metro Routes 256 and 762). Therefore, the TSM/TDM Alternative would be consistent with Policy 1b.
East Colorado Boulevard Specific Plan (City of Pasadena)	
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, "To improve the appearance, function, and urban ambience of East Colorado Boulevard," the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.	
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard	Consistent. The TSM/TDM Alternative would expand bus service (Metro Route 181 and Foothill Transit Route 187) on Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the TSM/TDM Alternative would be consistent with Policy 1b.
Central District Specific Plan (City of Pasadena)	
Objective 1: 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 will accommodate access by foot, bicycle, transit, and car.	Consistent. The TSM/TDM Alternative includes strategies to expand travelers' transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the TSM/TDM Alternative would be consistent with Objective 22.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
Objective 25: Promote transit use. Transit will be an available 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.	Consistent. The TSM/TDM Alternative includes strategies to reduce traffic congestion by encouraging transit use and would expand bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the TSM/TDM Alternative would be consistent with Objective 25.
West Gateway Specific Plan (City of Pasadena)	
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.	
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.	Consistent. The TSM/TDM Alternative would provide improvements to St. John Avenue in the West Gateway Specific Plan area that would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the TSM/TDM Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator busses, and all other means of public transportation, including bicycles and pedestrians.	Consistent. The TSM/TDM Alternative includes strategies to expand travelers' transportation options in terms of travel mode, time, route, and costs. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on four bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, 267, and 762). Therefore, the TSM/TDM Alternative would be consistent with Guiding Principle 11.
ROSEMEAD LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
Goal 2: Development of infrastructure and service to support alternatives modes of travel.	
Policy 2.7: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.	Consistent. The TSM/TDM Alternative would support the development of additional regional mass transportation facilities and services through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.7.
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.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.8.
General Plan Resource Management Element	
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.	Consistent. The TSM/TDM Alternative would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.1.
Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.	Consistent. The TSM/TDM Alternative would help improve air quality in the study area by increasing the efficiency of multiple modes of transportation, including improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.2.
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.	Consistent. The TSM/TDM Alternative would focus on reducing the use of motor vehicles by promoting alternative travel modes through improving bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 4.3.
General Plan Noise Element	
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.	Consistent. The TSM/TDM Alternative includes strategies to reduce adverse noise impacts of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.1.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
General Plan Parks, Open Space, Greenbelt, and Public Art Element	
Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.	
Policy 1.2: Develop pedestrian/bicycle trail systems in the City.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.2.
SAN GABRIEL LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Chapter	
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).	Consistent. The improvements in the TSM/TDM Alternative would be designed consistent with applicable local design standards and requirements. Therefore, the TSM/TDM Alternative would be consistent with Target 3.1.1.
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).	Consistent. The TSM/TDM Alternative would not substantially change traffic patterns or generate new traffic demand; therefore, the TSM/TDM Alternative would be consistent with Target 3.1.2
Target 3.1.3: Improve the City’s interregional transportation capabilities (including arterials, freeway network, transit facilities, etc.).	Consistent. The TSM/TDM Alternative would improve the City’s interregional transportation capabilities based on improved bicycle facilities and bus services, and encouraging ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Target 3.1.3.
Target 3.3.1: Promote expansion of regional and local transit service within two years. (Figure 3.6 Existing Bus Routes)	Consistent. The TSM/TDM Alternative includes strategies to increase the availability of public and private transit and encourage transit use through improving bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Target 3.3.1.
Target 3.3.3: Expand local bus service into and out of the Valley Blvd commercial/retail corridor within two years.	Consistent. The TSM/TDM Alternative includes strategies to expand and improve bus service throughout the study area including along Valley Boulevard. Therefore, the TSM/TDM Alternative would be consistent with Target 3.3.3, although the increased service may not be provided within the time period set in this target.
Goal 3.5: Promote the use of bicycles for transportation.	
Target 3.5.1: Expand the citywide bikeway system. See Figure 3-6.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Target 3.5.1.
Target 3.5.2: Promote the development of a regional bikeway system cooperation with State, County, and neighboring communities.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Target 3.5.2.
General Plan Environmental Resources Chapter	
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.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve alternative transportation options. Therefore, the TSM/TDM Alternative would be consistent with Target 8.6.2.
General Plan Community Design Chapter	
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.	Consistent. The TSM/TDM Alternative includes TSM strategies; therefore, the TSM/TDM Alternative would be consistent with Target 10.15.1.

SAN MARINO LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
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.	Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all transportation modes. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent with Goal 4.
Goal 6: Reduce the speed and volume of traffic on all major and secondary streets.	Consistent. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. TSM/TDM strategies include focusing on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. Speeds on streets in San Marino will be set by the City. Therefore, the TSM/TDM Alternative would be consistent with Goal 6.
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.	Consistent. The TSM/TDM Alternative strategies include facilitating higher vehicle occupancy and reducing traffic congestion by expanding travelers' transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the TSM/TDM Alternative would be consistent with Goal 9.
Goal 10: Support regional efforts to implement a comprehensive public transit program offering a range of alternatives to the automobile.	Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including expanded bus service, bus service improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 10.
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.	Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system, including local street and intersection improvements, and bicycle facility improvements. Therefore, the TSM/TDM Alternative would be consistent with Goal 12.
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.	Consistent. The TSM/TDM Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the TSM/TDM Alternative would be consistent with Goal 14.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation and Accessibility Element	
No 710 Extension Policy. (pp. III-6) 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.	Consistent. The TSM/TDM Alternative is consistent with the City's long-standing policy opposing extending I-710. The TSM/TDM Alternative provides an alternative to extending I-710. Therefore, the TSM/TDM Alternative would be consistent with this General Plan policy.
Goal 1: Provide convenient, efficient and safe mobility within the city.	
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.	Consistent. The TSM/TDM Alternative includes strategies to facilitate higher vehicle occupancy, reduce peak-hour trips, reduce the use of motor vehicles, improve bicycle facilities, and encourage ridesharing and transit use. The TSM/TDM Alternative focuses on reducing the effects of through traffic by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 1.1.
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.	Consistent. The TSM/TDM Alternative focuses on reducing the use of motor vehicles by promoting alternative modes of transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.	Consistent. The TSM/TDM Alternative supports the development of additional regional public (mass) transportation facilities and services through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the TSM/TDM Alternative would be consistent with Policy 2.4.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to expand and improve travelers' transportation options in terms of travel mode, time, route, and costs. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options in terms of travel mode, time, route, and costs. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.3.
General Plan Land Use and Community Design Element	
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.	Consistent. The TSM/TDM Alternative includes strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the TSM/TDM Alternative would be consistent with Policy 3.5.
General Plan Noise Element	
Goal 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and 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.	Consistent. The TSM/TDM Alternative includes strategies to increase the availability of public and private transit and provides increased opportunities for transit use through improving bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.	Consistent. The TSM/TDM Alternative focuses on regional means of reducing the number of vehicle trips and miles traveled and increasing vehicle occupancy. The TSM/TDM Alternative also includes strategies to reduce the use of motor vehicles, provides increased opportunities for ridesharing and transit use, and improves transportation options to reduce congestion on local arterials. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.2.
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.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.5.
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.	Consistent. The TSM/TDM Alternative includes strategies to improve existing bicycle facilities, including 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. Therefore, the TSM/TDM Alternative would be consistent with Policy 6.6.
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.	Consistent. The TSM/TDM Alternative would help improve air quality by increasing the efficiency of multiple modes of transportation based on improved pedestrian, bicycle, and bus facilities, and intersection and local street improvements. Therefore, the TSM/TDM Alternative would be consistent with Policy 18.1.
Mission Street Specific Plan (City of South Pasadena)	
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.	Consistent. The TSM/TDM Alternative includes strategies to increase the availability of transit services and provide alternative means to access the Gold Line Station and Mission Street by encouraging transit use through improved bus services, stations, and connections. Therefore, the TSM/TDM Alternative would be consistent with Intent 1.
LOS ANGELES COUNTY LAND USE PLAN CONSISTENCY ANALYSIS (UNINCORPORATED SAN GABRIEL VALLEY COMMUNITIES)	
General Plan Urban Form Element	
Policy 34: Promote the development of an improved public transportation system to link regional centers.	Consistent. The TSM/TDM Alternative was developed by Caltrans and Metro to reduce peak-hour trips, reduce the use of motor vehicles, and encourage ridesharing and transit use to improve mobility in the study area. The TSM/TDM Alternative focuses on reducing traffic congestion by increasing the use of mass transit and other alternatives to the private automobile. Therefore, the TSM/TDM Alternative would be consistent with Policy 34.

TABLE 6.1.5:
Land Use Plan Consistency Analysis for the TSM/TDM Alternative

Policy	Consistent/Inconsistent?
General Plan Transportation Element	
Policy 48: Emphasize development of an improved public transportation system that will support urban revitalization.	Consistent. The TSM/TDM Alternative would improve circulation by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved based on inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and increased bus service. Therefore, the TSM/TDM Alternative would be consistent with Policy 48.
Policy 50: Support the development of a transportation system that will make a positive contribution to the improvement of air quality.	Consistent. The TSM/TDM Alternative would improve circulation and reduce air pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved based on inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and more bus service options. The TSM/TDM Alternative would be consistent with Policy 50.
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The TSM/TDM Alternative would not complete gaps or missing segments of partially completed freeways. Therefore, the TSM/TDM Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The TSM/TDM Alternative would not provide for more efficient multimodal use of the existing freeway systems. Therefore, the TSM/TDM Alternative would not be consistent with Policy 52.

Source: LSA Associates, Inc., 2014.

¹ A paratransit system or service supplements a larger public transit system by providing individualized rides without fixed routes or timetables. Paratransit services may include taxis, vans, or small buses, or an on-demand service that provides door-to-door service from any origin to any destination in the service area. Paratransit services may be provided by public transit agencies, community groups, and for-profit or not-for-profit private companies.

ATM = Active Traffic Management
 Caltrans = California Department of Transportation
 CMS = changeable message signs
 FTIP = Federal Transportation Improvement Program
 I-710 = Interstate 710
 Metro = Los Angeles County Metropolitan Transportation Authority

ROW = right of way
 SCAG = Southern California Association of Governments
 SR 110 = State Route 110
 TAC = Technical Advisory Committee
 TDM = Transportation Demand Management
 TSM = Transportation System Management

TABLE 6.1.6:
Use of General Plan Designated Land Uses by the BRT Alternative

City or Community	General Plan Designated Land Uses (acres ¹)			
	Commercial/Office	Mixed Urban	Multifamily Residential	Grand Total
Alhambra	0.04	0.06	0.03	0.14
East Los Angeles	0.03	-	-	0.03
Monterey Park	0.02	0.04	-	0.07
Pasadena	-	0.01	-	0.01
South Pasadena	0.08	-	0.01	0.08
Grand Total	0.16	0.11	0.04	0.32

Source 1: *Draft Relocation Impact Report* (2014).

Source 2: Southern California Association of Governments (2008).

¹ Values are rounded to two decimal places; therefore, the grand totals are rounded as well.

BRT = Bus Rapid Transit

TABLE 6.1.7:
Summary of Inconsistencies of the BRT Alternative with Land Use Plans

Policy	BRT Alternative Inconsistencies
ALHAMBRA GENERAL PLAN	
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The BRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard northward to Pasadena. Therefore, the BRT Alternative would not be consistent with Policy 4.4.1.
Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.	Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) and two study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.1.1.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) and two study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.2.1.
VALLEY BOULEVARD CORRIDOR SPECIFIC PLAN (CITY OF ALHAMBRA)	
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The BRT Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the BRT Alternative would not be consistent with this proposed freeway extension.
EAST LOS ANGELES, LOS ANGELES COUNTY TRANSPORTATION ELEMENT GENERAL PLAN	
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The BRT Alternative would not promote completion of gaps or missing freeway segments in partially complete freeways. Therefore, the BRT Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The BRT Alternative would not provide for improved multimodal transportation on the existing freeway system. Therefore, the BRT Alternative would not be consistent with Policy 52.
MONTEREY PARK GENERAL PLAN	
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).	Inconsistent. The BRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard northward to Pasadena. Therefore, the BRT Alternative would not be consistent with Policy 1.2.

Source: LSA Associates, Inc. (2014).

Note: The BRT Alternative would not be inconsistent with the Pasadena and South Pasadena General Plans.

BRT = Bus Rapid Transit I-710 = Interstate 710 LOS = level of service

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
ALHAMBRA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
Goal 3.1: To provide a balanced transportation system for the safe and efficient movement of people, goods, and services.	
<p>Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.</p>	<p>Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) and two study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.1.1.</p>
<p>Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.</p>	<p>Consistent. The BRT Alternative would include the same ATM components as the TSM/TDM Alternative including CMS at key locations in the study area to provide real-time travel time and other traffic information to the public. Therefore, the BRT Alternative would be consistent with Policy 4.1.6.</p>
<p>Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.</p>	<p>Inconsistent. While the BRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the BRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) and two study intersections in Alhambra during the PM peak hour (Atlantic Boulevard/Mission Road and Fremont Avenue/Mission Road) in 2035 as compared to the No Build Alternative. However, both of the study intersections that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the BRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the BRT Alternative would be inconsistent with Objective 4.2.1.</p>
<p>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.</p>	<p>Consistent. The BRT Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the BRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements in the TSM/TDM Alternative and, potentially, the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 4.2.3.</p>
<p>Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.</p>	<p>Inconsistent. The BRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the BRT Alternative would not be consistent with Policy 4.4.1.</p>
<p>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.</p>	<p>Consistent. The BRT Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service, bus service improvements, and the development of a new BRT route through Alhambra. Therefore, the BRT Alternative would be consistent with Policy 4.5.1.</p>
<p>Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit¹ 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.</p>	<p>Consistent. The BRT Alternative will improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, increasing service levels, and reducing the number of stops along the alignment of the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 4.5.6.</p>

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.	Consistent. The BRT Alternative would incorporate high-speed, high-frequency bus service through Alhambra with a combination of new, dedicated, and existing bus lanes and mixed-flow traffic lanes with increased bus service levels and limited stop bus services for longer distance commuters. Therefore, the BRT Alternative would be consistent with Policy 4.5.7.
General Plan Noise Element	
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.	Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the BRT Alternative would include mitigation for project noise effects consistent with applicable local and/or Caltrans, as appropriate, noise regulations and guidance. Therefore, the BRT Alternative would be consistent with Policy 4.1.2.
Valley Boulevard Corridor Specific Plan (City of Alhambra)	
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).	Consistent. The BRT Alternative would result in LOS D at all three study intersections in the Valley Boulevard Corridor Specific Plan area during the AM and PM peak hours in 2035 as compared to existing conditions. Therefore, the BRT Alternative would be consistent with this program goal.
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.	Consistent. The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes to increase ridership and reduce dependency on automobiles. Therefore, the BRT Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.	Consistent. The BRT Alternative would include high-speed, high-frequency bus service on Atlantic Boulevard within the Valley Boulevard Corridor Specific Plan area through a combination of new, dedicated, and existing bus lanes that would improve transit access in the Specific Plan area. The BRT Alternative would require the partial acquisition of several parcels on the east side of Atlantic Boulevard in the vicinity of Valley Boulevard to construct the dedicated bus lanes; however, land use impacts would be minimized. Therefore, the BRT Alternative would be consistent with this program goal.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The BRT Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the BRT Alternative would not be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.	Consistent. The BRT Alternative includes the BRT trunk line arterial street and station improvements, frequent bus services, new bus feeder services, and enhanced connectivity. Therefore, the BRT Alternative would be consistent with this program goal.
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.	Consistent. The BRT Alternative will improve the availability of viable transportation alternatives on Valley Boulevard by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with this program goal.
EAST LOS ANGELES, LOS ANGELES COUNTY LAND USE PLAN CONSISTENCY ANALYSIS	
Los Angeles County General Plan Urban Form Element	
Policy 34: Promote the development of an improved public transportation system to link regional centers.	Consistent. The BRT Alternative includes high-speed, high-frequency bus service through the unincorporated community of East Los Angeles with a combination of new, dedicated, and existing bus lane and mixed-flow traffic lanes for longer distance commuters, and more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 34.
Transportation Element	
Policy 48: Emphasize development of an improved public transportation system that will support urban revitalization.	Consistent. The BRT Alternative would improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses with fewer stops. The BRT Alternative would be consistent with Policy 48.
Policy 50: Support the development of a transportation system that will make a positive contribution to the improvement of air quality.	Consistent. The BRT Alternative will improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses with fewer stops. The BRT Alternative would be consistent with Policy 50.

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The BRT Alternative would not promote the completion of gaps or missing segments in partially completed freeways. Therefore, the BRT Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The BRT Alternative would not provide for improved multimodal transportation on the existing freeway system. Therefore, the BRT Alternative would not be consistent with Policy 52.
East Los Angeles Community Plan	
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.	Consistent. The BRT Alternative would improve the availability of local public transit in East Los Angeles. Therefore, the BRT Alternative would be consistent with the Circulation and Transportation Policy.
MONTEREY PARK LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
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.	Consistent: The BRT Alternative would not interfere with the City's support of Caltrans' efforts to improve traffic flow on the freeway system. Therefore, the BRT Alternative would be consistent with Policy 1.1.
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).	Inconsistent. The BRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the BRT Alternative would not be consistent with Policy 1.2.
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.	Consistent. The BRT Alternative includes enhanced bus service and active TSM/TDM transportation improvements that would provide alternatives to private automobiles. Therefore, the BRT Alternative would be consistent with the support efforts described in Policy 1.3.
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.	Consistent. The BRT Alternative includes TSM/TDM Alternative improvements that would give priority to identified circulation improvements in the City of Monterey Park. Therefore, the BRT Alternative would be consistent with Policy 2.1.
Policy 2.5: Implement intelligent transportation system technologies to improve traffic flow.	Consistent. The BRT Alternative includes transportation system technologies and therefore would be consistent with Policy 2.5.
Policy 2.7: Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.	Consistent. The BRT Alternative includes ATM technology, including arterial speed data collection and arterial CMS. Therefore, the BRT Alternative would be consistent with Policy 2.7.
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.	Consistent. The BRT Alternative includes enhanced bus services. Therefore, the BRT Alternative would be consistent with Policy 4.4.
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.	Consistent. The BRT Alternative includes enhanced bus services. Therefore, the BRT Alternative would be consistent with Policy 4.5.
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.	Consistent: The BRT Alternative includes the TSM/TDM Alternative improvements that were developed by Caltrans and Metro. Therefore, the BRT Alternative would be consistent with Policy 4.8.
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.	Consistent: The BRT Alternative includes the TSM/TDM Alternative improvements that include improved bicycle facilities. Therefore, the BRT Alternative would be consistent with Policy 5.1.

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
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 at light rail and other transit stations.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including improved bicycle facilities. Therefore, the BRT Alternative would be consistent with Policy 5.3.
PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Element	
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.	Consistent. The BRT Alternative includes the ATM technology in the TSM/TDM Alternative, and would install CMS at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the BRT Alternative would be consistent with Policy 1.5.
Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.	Consistent. 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. The BRT Alternative includes the TSM/TDM Alternative strategies and improvements to increase the efficiency and capacity of existing and planned transit. All the proposed improvements are based on future growth projections provided by SCAG. Therefore, the BRT Alternative would be consistent with Policy 1.8.
Policy 1.10: Promote user safety in design and development of new transportation projects and services.	Consistent. The BRT Alternative would promote user safety in the design and development of the new transportation facilities and systems included in the BRT Alternative. Therefore, the BRT Alternative would be consistent with Policy 1.10.
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.	Consistent. The BRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, adding more buses, and including bus stop enhancements. The BRT Alternative would reduce air pollution by increasing the efficiency of bus services. The BRT Alternative includes the ATM and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 1.18.
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.	Consistent. The BRT Alternative was developed based on input from the TAC. If selected, the BRT Alternative would need to be added to the FTIP. State and local funding sources are anticipated to be used to finance the transportation improvements in the BRT Alternative and the TSM/TDM Alternative improvements included in the BRT Alternative. The BRT Alternative would not interfere with the City of Pasadena's pursuit of funding opportunities for other automobile reduction strategies. Therefore, the BRT Alternative would be consistent with Policy 1.21.
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.	Consistent. The BRT Alternative includes TSM/TDM strategies to encourage transit use through expanded bus services and improved bicycle parking facilities at existing Metro Gold Line Stations. Therefore, the BRT Alternative would be consistent with Policy 2.4.
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.	Consistent. The BRT Alternative includes TSM/TDM strategies to improve existing bicycle facilities, including 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, to promote bicycle riding for commuting and recreation. Therefore, the BRT Alternative would be consistent with Policy 2.8.
Objective 3.2.4: Manage Multimodal Corridors.	
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.	Consistent. The BRT Alternative includes TSM/TDM strategies, including the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative is consistent with Policy 4.13.

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
General Plan Land Use Element	
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.	Consistent. The BRT Alternative will improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and by adding more buses and including bus stop enhancements along TSM routes. These improvements would contribute to better air quality in the City of Pasadena and the region. Therefore, the BRT Alternative is consistent with Policy 18.1.
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.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to all public transportation services. The BRT Alternative includes the ATM and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative is consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies designed to maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the BRT Alternative is consistent to Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve bicycle facilities, including 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. Therefore, the BRT Alternative is consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Policy 20.4.
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.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve bicycle facilities, including 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. Therefore, the BRT Alternative is consistent with Policy 21.10.
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.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the BRT Alternative would be consistent with Policy 23.3.
General Plan Noise Element	
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.	Consistent. The BRT Alternative would reduce noise pollution by improving the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and by adding more buses and including bus stop enhancements along TSM routes. Therefore, the BRT Alternative would be consistent with Policy 2c.

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The BRT Alternative was developed by Caltrans and Metro and includes strategies to improve the availability of public transportation alternatives and reduce traffic by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 2d.
South Fair Oaks Specific Plan (City of Pasadena)	
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.	
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.	Consistent. The BRT Alternative includes the TSM/TDM Alternative improvements, including a new on-ramp to SR 110 from State Street, which would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area. The BRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on Metro Route 256 and provide a new bus rapid transit service on Fair Oaks Avenue in the South Fair Oaks Specific Plan area. Therefore, the BRT Alternative would be consistent with Policy 1b.
East Colorado Boulevard Specific Plan (City of Pasadena)	
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, "To improve the appearance, function, and urban ambience of East Colorado Boulevard," the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.	
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard	Consistent. The BRT Alternative would provide bus service improvements within the East Colorado Boulevard Specific Plan area by expanding bus service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard, providing a new bus rapid transit stop at Colorado Boulevard and Hill Avenue, and new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station that would travel along Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the BRT Alternative would be consistent with Policy 1b.
Central District Specific Plan (City of Pasadena)	
Objective 1: 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 will accommodate access by foot, bicycle, transit, and car.	Consistent. The BRT Alternative would provide new bus rapid transit service on Fair Oaks Avenue, Del Mar Boulevard, Lake Avenue, and Colorado Boulevard, and would include frequent bus service, new bus feeder services, and enhanced connecting bus services in the Central District Specific Plan area to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Objective 22.
Objective 25: Promote transit use. Transit will be an available 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.	Consistent. The BRT Alternative includes strategies to improve the availability of viable regional transportation alternatives by implementing a new BRT service for longer distance commuters and new local bus service at the Fillmore Gold Line Station in Downtown Pasadena, and expanding bus service on four bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, and 267, and Foothill Transit Route 187). Therefore, the BRT Alternative would be consistent with Objective 25.
West Gateway Specific Plan (City of Pasadena)	
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.	
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.	Consistent. The BRT Alternative includes the improvements in the TSM/TDM Alternative, including improvements to St. John Avenue in the West Gateway Specific Plan area. These improvements would improve traffic flow in the area and improve access to adjacent neighborhoods and businesses. Therefore, the BRT Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator busses, and all other means of public transportation, including bicycles and pedestrians.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to expand the travelers' transportation options in terms of travel mode, time, route, and costs. The BRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). The BRT Alternative

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
	would also provide new bus rapid transit stops at Del Mar Boulevard and Fair Oaks Avenue, and new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station. Therefore, the BRT Alternative would be consistent with Guiding Principle 11.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation and Accessibility Element	
No 710 Extension Policy. (pp. III-6) 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.	Consistent. The BRT Alternative is consistent with the City's long-standing opposition policy to extending I-710. The BRT Alternative provides an alternative to extending I-710. Therefore, the BRT Alternative would be consistent with this general policy.
Goal 1: Provide convenient, efficient and safe mobility within the city.	
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.	Consistent. The BRT Alternative includes strategies to improve the availability of viable transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses and including bus stop enhancements throughout the study area. The BRT Alternative includes strategies from the TSM/TDM Alternative, including the ATM and local street and intersection improvements. Therefore, the BRT Alternative would be consistent with Policy 1.1.
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.	Consistent. 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 BRT Alternative includes the active transportation improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.	Consistent. 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 the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes the regional public transportation improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 2.4.
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.	Consistent. The BRT Alternative was developed by Caltrans and Metro to improve the availability of public transportation services and reduce traffic by implementing new dedicated bus lanes for longer distance commuters and adding more buses with fewer stops. Therefore, the BRT Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.	Consistent. 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 the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes TSM/TDM strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options to develop additional circulation routes throughout the study area. Therefore, the BRT Alternative would be consistent with Policy 3.3.
General Plan Land Use and Community Design Element	
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.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the BRT Alternative would be consistent with Policy 3.5.

TABLE 6.1.8:
Land Use Plan Consistency Analysis for the BRT Alternative

Policy	Consistent/Inconsistent?
General Plan Noise Element	
Goal 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and 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.	Consistent. The BRT Alternative includes BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connection bus services to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to increase the availability of public and private transit and provide increased opportunities for transit use through improving services, stations, and connections. Therefore, the BRT Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.	Consistent. 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 the unincorporated community of East Los Angeles and the City of Pasadena. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the number of vehicle trips and vehicle miles traveled. Therefore, the BRT Alternative would be consistent with Policy 6.2.
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.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve existing bicycle facilities, including 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. Therefore, the BRT Alternative would be consistent with Policy 6.5.
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.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve existing bicycle facilities, including 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. Therefore, the BRT Alternative would be consistent with Policy 6.6.
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.	Consistent. The BRT Alternative includes the TSM/TDM Alternative strategies to improve the availability of transportation alternatives by implementing new dedicated bus lanes for longer distance commuters, and adding more buses and including bus stop enhancements along TSM routes. The BRT Alternative would help improve the air quality in the study area by increasing the efficiency of bus services. The BRT Alternative includes the ATM and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the BRT Alternative would be consistent with Policy 18.1.
Mission Street Specific Plan (City of South Pasadena)	
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.	Consistent. The BRT Alternative would provide a new BRT service on Fair Oaks Avenue, with bus stops at Fair Oaks Avenue and Mission Street, to increase accessibility to public transportation services. The BRT Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the BRT Alternative would be consistent with Intent 1.

Source: LSA Associates, Inc. (2014).

¹ A paratransit system or service supplements a larger public transit system by providing individualized rides without fixed routes or timetables. Paratransit services may include taxis, vans, or small buses, or an on-demand service that provides door-to-door service from any origin to any destination in the service area. Paratransit services may be provided by public transit agencies, community groups, and for-profit or not-for-profit private companies.

ATM = Active Traffic Management

BRT = Bus Rapid Transit

Caltrans = California Department of Transportation

CMS = changeable message signs

FTIP = Federal Transportation Improvement Program

LOS = level of service

LSA = LSA Associates, Inc.

Metro = Los Angeles County Metropolitan Transportation Authority

SCAG = Southern California Association of Governments

SR 110 = State Route 110

TAC = Technical Advisory Committee

TDM = Transportation Demand Management

TSM = Transportation System Management

TABLE 6.1.9:
Use of General Plan Designated Land Uses by the LRT Alternative

City, Neighborhood, or Community	General Plan Designated Land Uses (acres ¹)					Grand Total
	Commercial/Office	Mixed Commercial and Industrial	Mixed Urban	Multifamily Residential	Public Facilities	
Alhambra	2.83	-	0.01	-	-	2.83
East Los Angeles	-	2.15	-	0.01	0.01	2.17
El Sereno	-	-	-	-	3.02	3.02
Monterey Park	0.65	1.59	-	-	0.69	2.93
Pasadena	-	-	2.00	-	-	2.00
South Pasadena	5.03	-	-	0.01	-	5.04
Grand Total	8.51	3.74	2.01	0.02	3.73	18.00

Source 1: *Draft Relocation Impact Report* (2014).

Source 2: Southern California Association of Governments (2008).

¹ Values are rounded to two decimal places; therefore, the grand totals are rounded as well.

LRT = Light Rail Transit

TABLE 6.1.10:
Summary of Inconsistencies of the LRT Alternative with Land Use Plans

Policy	LRT Alternative Inconsistencies
ALHAMBRA GENERAL PLAN	
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The LRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the LRT Alternative would not be consistent with Policy 4.4.1.
Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and two study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, one of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.1.1.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and two study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, one of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.2.1.
VALLEY BOULEVARD CORRIDOR SPECIFIC PLAN (CITY OF ALHAMBRA)	
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The LRT Alternative would not extend I-710 or pursue operational capacity improvements on the I-710 Freeway. Therefore, the LRT Alternative would not be consistent with this program goal.
LOS ANGELES COUNTY GENERAL PLAN (EAST LOS ANGELES)	
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The LRT Alternative would not promote the completion of gaps or missing segments in partially complete freeways. Therefore, the LRT Alternative would not be consistent with Policy 51.

TABLE 6.1.10:
Summary of Inconsistencies of the LRT Alternative with Land Use Plans

Policy	LRT Alternative Inconsistencies
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The LRT Alternative would not provide for improved multimodal transportation on the existing freeway system. Therefore, the LRT Alternative would not be consistent with Policy 52.
CITY OF LOS ANGELES GENERAL PLAN TRANSPORTATION ELEMENT (EL SERENO)	
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.	Inconsistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Although most of these improvements would be consistent with the General Plan Highways and Freeways System Maps, the LRT Alternative would not complete I-710 between El Sereno and Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the LRT Alternative would not be consistent with Policy 2.33.
NORTHEAST LOS ANGELES COMMUNITY PLAN (EL SERENO)	
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.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Pasadena Avenue/Broadway) and two study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Huntington Drive/Monterey Road) would also experience unacceptable LOS during the AM peak hour and two of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the LRT Alternative would be inconsistent with Objective 10-1.
MONTEREY PARK GENERAL PLAN	
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).	Inconsistent. The LRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the LRT Alternative would not be consistent with Policy 1.2.

Source: LSA Associates, Inc. (2014).

Note: The LRT Alternative would not be inconsistent with the Pasadena and South Pasadena General Plans.

I-710 = Interstate 710

LOS = level of service

LRT = Light Rail Transit

TDM = Transportation Demand Management

TSM = Transportation System Management

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
ALHAMBRA LAND USE PLAN CONSISTENCY ANALYSIS	
<i>General Plan Circulation Element</i>	
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.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and two study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, one of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all streets in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.1.1.
Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.	Consistent. The LRT Alternative includes the ATM components in the TSM/TDM Alternative including CMS at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the LRT Alternative would be consistent with Policy 4.1.6.
Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at three study intersections in the Alhambra during the AM peak hour (Fremont Avenue/Mission Road, SR 710 NB Off-Ramp/Valley Boulevard, and Garfield Avenue/Norwood Place) and two study intersections in Alhambra during the PM peak hour (Fremont Avenue/Mission Road and SR 710 NB Off-Ramp/Valley Boulevard) in 2035 as compared to the No Build Alternative. However, one of the study intersections that would experience unacceptable LOS during the PM peak hour (Fremont Avenue/Mission Road) would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the City of Alhambra, the LRT Alternative would be inconsistent with Objective 4.2.1.
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.	Consistent. The LRT Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the LRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.2.3.
Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.	Inconsistent. The LRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the LRT Alternative would not be consistent with Policy 4.4.1.
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.	Consistent. The LRT Alternative was developed by Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service, bus service improvements, and the development of a new light rail line through the City of Alhambra. Therefore, the LRT Alternative would be consistent with Policy 4.5.1.
Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit ¹ 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.	Consistent. The LRT Alternative proposes a new light rail line in the study area. Therefore, the LRT Alternative would be consistent with Policy 4.5.6.
Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.	Consistent. The LRT Alternative proposes a new light rail line, two bus feeder routes, and increased frequencies and/or spans of service on existing bus routes in the study area to maximize the interconnection of alternative transportation systems in the City of Alhambra. Therefore, the LRT Alternative would be consistent with Policy 4.5.7.

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
General Plan Noise Element	
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.	Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the LRT Alternative would include mitigation for project noise effects consistent with applicable local noise regulations and guidance. Therefore, the LRT Alternative would be consistent with Policy 4.1.2.
Valley Boulevard Specific Plan (City of Alhambra)	
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).	Consistent. The LRT Alternative would result in acceptable LOS at all four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035 as compared to the No Build Alternative. Therefore, the LRT Alternative would be consistent with this program goal.
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would promote energy efficiency and contribute to improved air quality. Therefore, the LRT Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, which would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although these improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the LRT Alternative would be consistent with this program goal.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Inconsistent. The LRT Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the LRT Alternative would not be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements and would be supportive of alternative transportation modes, including shared ride modes. Therefore, the LRT Alternative would be consistent with this program goal.
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.	Consistent. The LRT Alternative proposes a new light rail line that would serve transit service to Valley Boulevard and the City of Alhambra, and which would increase connections with and access to the overall regional transportation system. Therefore, the LRT Alternative would be consistent with this program goal.
EAST LOS ANGELES, LOS ANGELES COUNTY GENERAL PLAN CONSISTENCY ANALYSIS	
Los Angeles County General Plan Urban Form Element	
Policy 34: Promote the development of an improved public transportation system to link regional centers.	Consistent. The LRT Alternative proposes a new light rail line, two bus feeder routes, and increased frequencies and/or spans of service on existing bus routes in the study area to maximize the interconnection of alternative transportation systems in the County of Los Angeles. Therefore, the LRT Alternative would be consistent with Policy 34.
Los Angeles County General Plan Transportation Element	
Policy 48: Emphasize development of an improved public transportation system that will support urban revitalization.	Consistent. The LRT Alternative includes a new light rail line. Therefore the LRT Alternative would be consistent with Policy 48.
Policy 50: Support the development of a transportation system that will make a positive contribution to the improvement of air quality.	Consistent. The LRT Alternative includes a new light rail line. Therefore, the LRT Alternative would be consistent with Policy 50.
Policy 51: Promote the completion of gaps or missing segments in partially completed freeways.	Inconsistent. The LRT Alternative would not extend I-710 or pursue operational capacity improvements on I-710. Therefore, the LRT Alternative would not be consistent with Policy 51.
Policy 52: Provide for more efficient multimodal use of the current freeway system.	Inconsistent. The LRT Alternative would not provide for improved multimodal transportation on the existing freeway system. Therefore, the LRT Alternative would not be consistent with Policy 52.

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
East Los Angeles Community Plan	
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.	Consistent. The LRT Alternative would increase the availability of public transit (light rail and bus) in the unincorporated community of East Los Angeles. Therefore, the LRT Alternative would be consistent with the East Los Angeles Community Plan Circulation and Transportation Policy.
IRWINDALE GENERAL PLAN CONSISTENCY ANALYSIS	
General Plan Community Development Element	
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.	Consistent. The disposal of excess soil material in the quarries in the City of Irwindale would be consistent with the City’s long-term plan to transition the quarries to other uses by partially filling the empty quarries with material that can be compressed and later built on if desired by the City.
CITY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS (EL SERENO)	
City of Los Angeles General Plan Transportation Element	
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 region wide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including TDM strategies to facilitate higher vehicle occupancy or reduction in traffic congestion by expanding the travelers’ transportation options in terms of travel mode, time, route, and costs, and the quality and convenience of the travel experience. Therefore, the LRT Alternative would be consistent with Policy 2.2.
Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to improve existing bicycle facilities that include the provision of on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. The LRT Alternative would provide bicycle parking facilities at each station along the new light rail line. Therefore, the LRT Alternative would be consistent with Policy 2.5.
Policy 2.14: Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.14.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.16.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including TSM strategies to improve local streets and intersections throughout the study area and ATM technology. Therefore, the LRT Alternative would be consistent with Policy 2.22.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the LRT Alternative would be consistent with Policy 2.26.
Policy 2.29: Consider highway infrastructure investments primarily along severely congested corridors.	Consistent. The LRT Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.29.
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	Inconsistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Although most of these improvements would be consistent with the General Plan Highways and Freeways System, the LRT Alternative

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
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.	would not complete I-710 between the neighborhood of El Sereno and the City of Pasadena, which is shown on Map A5, and would construct a new connector road between Valley Boulevard and Mission Road, which is not shown on Map A5. Therefore, the LRT Alternative would not be consistent with Policy 2.33.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including the implementation of appropriate TSM and TDM improvements throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.34.
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	Consistent. The LRT Alternative includes bicycle facility improvements but would not implement the 1996 City Bicycle Plan. Because the LRT Alternative improvements would not preclude the City of Los Angeles from implementing the 1996 City Bicycle Plan and, it would be consistent with Policy 10.1.
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 Designation 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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would be designed and constructed consistent with the cross sections in the Street Designation and Standards Chapter of the City of Los Angeles General Plan Transportation Element. Therefore, the LRT Alternative would be consistent with Policy 10.2.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements including local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the LRT Alternative would be consistent with Policy 10.5.
City of Los Angeles Northeast Los Angeles Community Plan	
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.	Inconsistent. While the LRT Alternative would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the LRT Alternative would result in LOS deterioration to unacceptable levels at two study intersections in the Northeast Los Angeles Community Plan area during the AM peak hour (Huntington Drive/Monterey Road and Pasadena Avenue/Broadway) and two study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Huntington Drive/Monterey Road) would also experience unacceptable LOS during the AM peak hour and two of these study intersections (Broadway/Colorado Boulevard and Concord Avenue/Alhambra Avenue) would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the LRT Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, the LRT Alternative would be inconsistent with Objective 10-1.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the LRT Alternative would be consistent with Objective 11-1.
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.	Consistent. The LRT Alternative was developed by Metro to include expanding and improving existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the LRT Alternative would be consistent with Policy 11-1.1.

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements including strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the LRT Alternative would be consistent with Policy 11-1.2.
Objective 11-2: To increase the works trips and non-work trips made on public transit.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to reduce the use of motor vehicles and encourage public transit use. The LRT Alternative includes a new light rail with a station at Cal State LA in El Sereno. Therefore, the LRT Alternative would be consistent with Objective 11-2.
Policy 11-2.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to expand and improve bus service throughout the study area. The LRT Alternative includes a new LRT line, with a station provided at Cal State LA in El Sereno. All new transit stops would be designed to be user friendly. Therefore, the LRT Alternative would be consistent with Policy 11-2.2.
MONTEREY PARK LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation Element	
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.	Consistent: The LRT Alternative would not interfere with the City of Monterey Park's support of Caltrans' efforts to improve traffic flow on the freeway system. Therefore, the LRT Alternative would be consistent with Policy 1.1.
Policy 1.2: Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).	Inconsistent. The LRT Alternative would not extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the LRT Alternative would not be consistent with Policy 1.2.
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.	Consistent. The LRT Alternative includes active TSM/TDM transportation improvements that would provide alternative transportation modes. Therefore, the LRT Alternative would be consistent with the support efforts described in Policy 1.3.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements that would give priority to identified circulation improvements in the City of Monterey Park. Therefore, the LRT Alternative would be consistent with Policy 2.1.
Policy 2.5: Implement intelligent transportation system technologies to improve traffic flow.	Consistent. The LRT Alternative includes intelligent transportation system technologies. Therefore, the LRT Alternative would be consistent with Policy 2.5.
Policy 2.7: Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.	Consistent. The LRT Alternative includes ATM technology, including arterial speed data collection and CMS. Therefore, the LRT Alternative would be consistent with Policy 2.7.
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.	Consistent. The LRT Alternative includes strategies to expand and improve existing bus services, including increased links to existing Metro light rail stations and the new stations along the new light rail line included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.4.
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.	Consistent. The LRT Alternative includes strategies to expand and improve existing bus services, including increased links to existing Metro light rail stations and the new stations along the new light rail line included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 4.5.
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.	Consistent: The LRT Alternative was developed by Metro to address short- and long-term mobility needs in the study area. Therefore, the LRT Alternative would be consistent with Policy 4.8.

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
General Plan Noise Element	
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.	Consistent: The LRT Alternative includes the TSM/TDM Alternative improvements, which include improved bicycle facilities and a new Class III bicycle facility. Therefore, the LRT Alternative would be consistent with Policy 5.1.
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 at light rail and other transit stations.	Consistent: The LRT Alternative includes the TSM/TDM Alternative improvements, including improved bicycle facilities at existing and new light rail stations in the study area. Therefore, the LRT Alternative would be consistent with Policy 5.3.
PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Mobility Element	
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.	Consistent. The LRT Alternative includes the ATM technology in the TSM/TDM Alternative, and would install CMS at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the LRT Alternative would be consistent with Policy 1.5.
Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would support alternative transportation modes available to residents, employees, and visitors to new developments in the City of Pasadena. The improvements in the LRT Alternative are based on future growth projections provided by SCAG. Therefore, the LRT Alternative would be consistent with Policy 1.8.
Policy 1.10: Promote user safety in design and development of new transportation projects and services.	Consistent. The LRT Alternative would promote user safety in the design and development of the improvements included in the LRT Alternative. Therefore, the LRT Alternative would be consistent with Policy 1.10.
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.	Consistent. The LRT Alternative includes a new light rail line that would be powered by electricity, similar to the existing Metro light rail lines. The LRT Alternative would contribute to improved air quality by increasing the availability and efficiency of multiple modes of transportation. Therefore, the LRT Alternative would be consistent with Policy 1.18.
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.	Consistent. The LRT Alternative was developed based on input from the TAC. If selected, the LRT Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the LRT Alternative. The LRT Alternative would not interfere with the City of Pasadena's pursuit of funding opportunities for other automobile reduction strategies. Therefore, the LRT Alternative would be consistent with Policy 1.21.
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.	Consistent. The LRT Alternative includes a new light rail line and improved/expanded bus services to increase accessibility to public transportation services throughout the study area. Therefore, the LRT Alternative would be consistent with Policy 2.4.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including strategies to improve existing bicycle facilities that include the provision of on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations and at the new stations on the new light rail line, to promote bicycle riding for commuting and recreation. Therefore, the LRT Alternative would be consistent with Policy 2.8.
Objective 3.2.4: Manage Multimodal Corridors.	
Policy 4.13: Coordinate auto and bicycle parking management policies with other transportation and project review efforts such as transit	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including the expansion of bicycle parking facilities at existing Metro Gold Line stations and at the new stations along the new light rail line. Therefore, the LRT

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
enhancements and transportation demand management programs.	Alternative is consistent with Policy 4.13.
General Plan Land Use Element	
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.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, including improvements to local streets, intersections, and bicycle facilities. The LRT Alternative would contribute to improved air quality; therefore, the LRT Alternative is consistent with Policy 18.1.
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.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would increase accessibility to regional public transportation services. Therefore, the LRT Alternative is consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative improvements, which would increase accessibility to regional public transportation services and which could reduce traffic impacts in residential areas. Therefore, the LRT Alternative is consistent with Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative is consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.	Consistent. The LRT Alternative includes a new light rail line and increased/expanded bus services that would provide increased opportunities for ridesharing and transit use. Therefore, the LRT Alternative would be consistent with Policy 20.4.
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.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and increase transportation options. Therefore, the LRT Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements to improve bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the LRT Alternative is consistent with Policy 21.10.
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.	Consistent. The LRT Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. It would also provide bicycle facilities at the new stations along the new light rail line. Therefore, the LRT Alternative would be consistent with Policy 23.3.
General Plan Noise Element	
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.	Consistent. The LRT Alternative would reduce noise pollution by increasing the availability of alternative transportation modes in the study area. Therefore, the LRT Alternative would be consistent with Policy 2c.
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.	Consistent. The LRT Alternative was developed by Metro and includes strategies to improve the availability of public transportation alternatives, including a new light rail line in the study area. Therefore, the LRT Alternative would be consistent with Policy 2d.
South Fair Oaks Specific Plan (City of Pasadena)	
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.	
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including a new on-ramp to SR 110 from State Street that would provide more direct freeway access to the southern part of the South Fair Oaks Specific Plan area,

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
	improved bicycle facilities, increased/expanded bus service, and a new light rail line in the South Fair Oaks Specific Plan area that includes a new station adjacent to the existing Fillmore Gold Line Station. Therefore, the LRT Alternative would be consistent with Policy 1b.
East Colorado Boulevard Specific Plan (City of Pasadena)	
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, "To improve the appearance, function, and urban ambience of East Colorado Boulevard," the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.	
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard.	Consistent. The LRT Alternative includes bus service improvements in the East Colorado Boulevard Specific Plan area by increasing service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard, and adding new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Bus Station that would travel along Colorado Boulevard in the East Colorado Boulevard Specific Plan area. Therefore, the LRT Alternative would be consistent with Policy 1b.
Central District Specific Plan (City of Pasadena)	
Objective 1: 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 will accommodate access by foot, bicycle, transit, and car.	Consistent. The LRT Alternative includes a new light rail line, more frequent bus service, new bus feeder services, and enhanced connecting bus services in the Central District Specific Plan area, which would increase accessibility to public transportation services in that area. The LRT Alternative also includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage transit use, and improve transportation options. Therefore, the LRT Alternative would be consistent with Objective 22.
Objective 25: Promote transit use. Transit will be an available 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.	Consistent. The LRT Alternative includes a new light rail line and new local bus service at the Fillmore Gold Line Station in Downtown Pasadena, and expanded bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the LRT Alternative would be consistent with Objective 25.
West Gateway Specific Plan (City of Pasadena)	
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.	
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.	Consistent. The LRT Alternative includes the TSM/TDM Alternative improvements, including improvements to St. John Avenue in the West Gateway Specific Plan area, which would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the LRT Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator busses, and all other means of public transportation, including bicycles and pedestrians.	Consistent. The LRT Alternative includes the TSM/TDM Alternative strategies to expand travelers' transportation options in terms of travel mode, time, route, and costs. The LRT Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). The LRT Alternative includes a new light rail line and a new station at California Boulevard and Raymond Avenue, as well as new local bus service between the Fillmore Gold Line Station in Downtown Pasadena and the El Monte Transit Station, which would increase expand transit service in the vicinity of the West Gateway Specific Plan area. Therefore, the LRT Alternative would be consistent with Guiding Principle 11.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation and Accessibility Element	
No 710 Extension Policy. (pp. III-6) 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.	Consistent. The LRT Alternative is consistent with the City of South Pasadena's long-standing opposition policy to extending I-710 because it does not extend I-710 and provides an alternative to extending I-710. Therefore, the LRT Alternative would be consistent with this general policy.

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
Goal 1: Provide convenient, efficient and safe mobility within the city.	
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.	Consistent. The LRT Alternative includes a new light rail line with several stations in the City of South Pasadena. The LRT Alternative also includes TSM/TDM Alternative strategies, which include active transportation and local street and intersection improvements. Therefore, the LRT Alternative would be consistent with Policy 1.1.
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.	Consistent. The LRT Alternative includes a new light rail line, including stations along that line at Huntington Drive and Mission Street in South Pasadena. Therefore, the LRT Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.	Consistent. The LRT Alternative includes a new light rail line, including stations along that line at Huntington Drive and Mission Street in South Pasadena. Therefore, the LRT Alternative would be consistent with Policy 2.4.
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.	Consistent. The LRT Alternative was developed by Metro to improve the availability of public transportation and reduce traffic in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for reducing the use of motor vehicles, providing increased opportunities for ridesharing and transit use, and improving transportation options in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.3.
General Plan Land Use and Community Design Element	
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.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for reducing the use of motor vehicles, providing increased opportunities for ridesharing and transit use, and improving transportation options in the study area. Therefore, the LRT Alternative would be consistent with Policy 3.5.
General Plan Noise Element	
Goal 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and 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.	Consistent. The LRT Alternative includes a new light rail line and the TSM/TDM Alternative strategies for increasing the availability of alternative transportation modes and opportunities for transit use through improved services, stations, and connections. Therefore, the LRT Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.	Consistent. The LRT Alternative includes a new light rail line that would provide passenger rail services to key destinations between the unincorporated community of East Los Angeles and the City of Pasadena, including South Pasadena. The LRT Alternative includes regional strategies in the TSM/TDM Alternative to reduce vehicle trips and vehicle miles traveled. Therefore, the LRT Alternative would be consistent with Policy 6.2.
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.	Consistent. The LRT Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, the expansion of bicycle parking facilities at existing Metro Gold Line stations, and the provision of bicycle parking facilities at the new light rail stations. Therefore, the LRT Alternative would be consistent with Policy 6.5.
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.	Consistent. The LRT Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, the expansion of bicycle parking facilities at existing Metro Gold Line stations, and the provision of bicycle parking facilities at the new light rail stations. Therefore, the LRT Alternative would be consistent with Policy 6.6.
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.	Consistent. The LRT Alternative includes a new light rail line that would contribute to improved air quality in the study area by increasing the availability of LRT and increased bus services in the study area. The LRT Alternative includes the active

TABLE 6.1.11:
Land Use Plan Consistency Analysis for the LRT Alternative

Policy	Consistent/Inconsistent?
	transportation and local street and intersection improvements in the TSM/TDM Alternative. Therefore, the LRT Alternative would be consistent with Policy 18.1.
Mission Street Specific Plan (City of South Pasadena)	
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.	Consistent. The LRT Alternative includes a new light rail line along Fair Oaks Avenue, with a station at Fair Oaks Avenue and Mission Street, that would increase accessibility to public transportation services in that area. The LRT Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and encourage transit use through improving services, stations, and connections. Therefore, the LRT Alternative would be consistent with Intent 1.

Source: LSA Associates, Inc. (2014).

¹ A paratransit system or service supplements a larger public transit system by providing individualized rides without fixed routes or timetables. Paratransit services may include taxis, vans, or small buses, or an on-demand service that provides door-to-door service from any origin to any destination in the service area. Paratransit services may be provided by public transit agencies, community groups, and for-profit or not-for-profit private companies.

ATM = Active Traffic Management

Cal State LA = California State University, Los Angeles

Caltrans= California Department of Transportation

CMS = changeable message signs

FTIP = Federal Transportation Improvement Program

I-710 = Interstate 710

LOS = level of service

LRT = Light Rail Transit

LSA = LSA Associates, Inc.

Metro = Los Angeles County Metropolitan Transportation Authority

ROW = Right of way

SCAG = Southern California Association of Governments

SR 110 = State Route 110

TAC = Technical Advisory Committee

TDM = Transportation Demand Management

TSM = Transportation System Management

TABLE 6.1.12:
**Use of General Plan Designated Land Uses by the Freeway Tunnel
 Alternative Single-Bore Design Variation**

City or Neighborhood	General Plan Designated Land Uses (acres)			
	Commercial/Office	Mixed Urban	Public Facility	Grand Total
Alhambra	-	0.27	-	0.27
El Sereno	0.11	-	1.05	1.16
Grand Total	0.11	0.27	1.05	1.43

Source 1: *Draft Relocation Impact Report* (2014).

Source 2: Southern California Association of Governments (2008).

TABLE 6.1.13:
**Use of General Plan Designated Land Uses by the Freeway Tunnel
 Alternative Dual-Bore Design Variation**

City or Neighborhood	General Plan Designated Land Uses (acres)			
	Commercial/Office	Mixed Urban	Public Facility	Grand Total
Alhambra	-	0.27	-	0.27
El Sereno	0.11	-	1.05 ¹	1.16
Grand Total	0.11	0.27	1.05	1.43

Source 1: *Draft Relocation Impact Report* (2014).

Source 2: Southern California Association of Governments (2008).

¹ Partial acquisition of 0.6 acre on Assessor's Parcel Number (APN) 5223034908 would not result in land use impacts because the City of Los Angeles General Plan does not designate any land uses on the portion of this parcel that would be acquired.

TABLE 6.1.14:

Summary of Inconsistencies of the Freeway Tunnel Alternative with Land Use Plans

Policy	Freeway Tunnel Alternative Inconsistencies
ALHAMBRA GENERAL PLAN	
<p>Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all streets in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be consistent with Objective 4.1.1.</p>
<p>Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all intersections in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be consistent with Objective 4.2.1.</p>

TABLE 6.1.14:

Summary of Inconsistencies of the Freeway Tunnel Alternative with Land Use Plans

Policy	Freeway Tunnel Alternative Inconsistencies
VALLEY BOULEVARD CORRIDOR SPECIFIC PLAN (ALHAMBRA)	
<p>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).</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the single-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, it would be inconsistent with this program goal.</p> <p>Consistent. The dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at all four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035 as compared to the No Build Alternative. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would be consistent with this program goal.</p>
NORTHEAST LOS ANGELES COMMUNITY PLAN (EL SERENO)	
<p>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.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the single-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Northeast Los Angeles Community Plan area during the AM peak hour (Figueroa Street/Avenue 26) and one study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, the study intersection that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the dual-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p>

TABLE 6.1.14:

Summary of Inconsistencies of the Freeway Tunnel Alternative with Land Use Plans

Policy	Freeway Tunnel Alternative Inconsistencies
SOUTH PASADENA GENERAL PLAN	
No 710 Extension Policy. (pp. III-6) The City has consistently and unanimously opposed a second freeway for over 45 years and this position is reinforced by Proposition G-G, passed by the voters of South Pasadena in November, 1986, and Resolution 6473 passed May 21, 1997.	Inconsistent. The Freeway Tunnel Alternative would extend I-710 and therefore would be inconsistent with this policy.

Source: LSA Associates, Inc. (2014).

Note: The Freeway Tunnel Alternative would not be inconsistent with the Cities of Alhambra, Los Angeles, and Pasadena General Plans.

LOS = level of service

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
ALHAMBRA LAND USE PLAN CONSISTENCY ANALYSIS	
<i>General Plan Circulation Element</i>	
Goal 3.1: To provide a balanced transportation system for the safe and efficient movement of people, goods, and services.	
<p>Objective 4.1.1: Maintain Level of Service D as the minimum desired operating level of all City streets.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all streets in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be consistent with Objective 4.1.1.</p>
<p>Policy 4.1.6: Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.</p>	<p>Consistent. The Freeway Tunnel Alternative would include the ATM in the TSM/TDM Alternative and CMS at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.1.6.</p>
<p>Objective 4.2.1: Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in Alhambra during the AM peak hour (Fremont Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would also result in acceptable LOS at most of the 20 study area intersections in the City of Alhambra in 2035, this operational variation would result in LOS deterioration to unacceptable levels at two study intersections in Alhambra during the AM peak hour (Fremont Avenue/Norwood Avenue and Garfield Avenue/Norwood Place) in 2035 as compared to the No Build Alternative. However, one of these study intersections (Fremont Avenue/Norwood Avenue) would also experience unacceptable LOS during the AM peak hour under the No Build Alternative.</p> <p>Nevertheless, because neither design variation of the Freeway Tunnel Alternative would maintain LOS D at all intersections in the City of Alhambra, neither design variation of the Freeway Tunnel Alternative would be</p>

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
<p>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.</p>	<p>consistent with Objective 4.2.1.</p> <p>Consistent. The Freeway Tunnel Alternative was developed based on input from the TAC, which is composed of officials from State and local government entities. If selected, the Freeway Tunnel Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the improvements in the TSM/TDM Alternative, which are included in the Freeway Tunnel Alternative. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.2.3.</p>
<p>Policy 4.4.1: Encourage the completion of the Long Beach Freeway extension.</p>	<p>Consistent. The Freeway Tunnel Alternative would extend the Long Beach Freeway (i.e., I-710) from its current terminus at Valley Boulevard north to Pasadena. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.4.1.</p>
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative was developed by Caltrans and Metro (the successor agency to the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District) and includes expanded bus service and bus service improvements. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.1.</p>
<p>Policy 4.5.6: Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit¹ 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.</p>	<p>Consistent. The Freeway Tunnel Alternative would improve circulation and reduce air and noise pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved through the inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and more bus service options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.6.</p>
<p>Policy 4.5.7: Encourage the interconnection of alternative transportation systems within the existing City circulation network.</p>	<p>Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements to enhance the interconnection of alternative transportation systems. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.5.7.</p>
<p>General Plan Noise Element</p>	
<p>Goal 3.2: To protect and maintain those areas having acceptable noise environments.</p>	
<p>Policy 4.1.2: Insure the inclusion of noise mitigation measures in the design of new roadway projects in Alhambra.</p>	<p>Consistent. If determined to be required based on the findings of the <i>Noise Study Report</i> (LSA 2014), the Freeway Tunnel Alternative would include mitigation for project noise effects consistent with applicable local noise regulations and guidance. Therefore the Freeway Tunnel Alternative would be consistent with Policy 4.1.2.</p>
<p>Valley Boulevard Specific Plan (City of Alhambra)</p>	
<p>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).</p>	<p>Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035, this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Valley Boulevard Corridor Specific Plan area during the AM peak hour (Marengo Avenue/Valley Boulevard) in 2035 as compared to the No Build Alternative. Because the single-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all streets in the Valley Boulevard Corridor Specific Plan area, it would be inconsistent with this program goal.</p> <p>Consistent. The dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at all four study area intersections in the Valley Boulevard Corridor Specific Plan area in 2035 as compared to the No Build Alternative. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would be consistent with this program goal.</p>

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
Program Goal: Develop a circulation system which promotes energy efficiency and improves air quality.	Consistent. The Freeway Tunnel Alternative includes air scrubbers, a ventilation system with exhaust fans at each portal, an exhaust duct along the entire length of the tunnel, and jet fans in the traffic area of the tunnel to improve air quality. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.
Program Goal: Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.	Consistent. The Freeway Tunnel Alternative would include the TSM/TDM Alternative improvements, which would improve Fremont Avenue, Garfield Avenue, and Atlantic Boulevard in the vicinity of the Valley Boulevard Corridor Specific Plan area by increasing the efficiency of these existing arterials without increasing the number of through lanes, thereby minimizing impacts on adjacent land uses. Although these improvements would restrict left-turn movements into and out of several properties along Atlantic Boulevard and Garfield Avenue in the Specific Plan area, these improvements would reduce traffic congestion in the area without requiring additional ROW. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.
Program Goal: Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-710 Freeway.	Consistent. The Freeway Tunnel Alternative would support the extension of I-710 and operational capacity improvements to I-710. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.
Program Goal: Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other TDM measures developed to reduce congestion within Alhambra and on the regional circulation system.	Consistent. The Freeway Tunnel Alternative would provide enhancements to maximize the efficiency and capacity of the existing transportation system, including the TSM/TDM Alternative improvements. Therefore, the Freeway Tunnel Alternative would be consistent with this program goal.
Program Goal: Support regional transit system improvement projects that would serve Valley Boulevard and the City.	Consistent. The Freeway Tunnel Alternative would improve circulation and reduce air and noise pollution by increasing the efficiency of multiple modes of transportation. Transportation alternatives would be improved through the inclusion of pedestrian, bicycle, intersection, intelligent transportation systems, local street improvements, and more bus service options. The Freeway Tunnel Alternative would be consistent with this program goal.
CITY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS (EL SERENO)	
City of Los Angeles General Plan Transportation Element	
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 region wide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements including TDM strategies to facilitate higher vehicle occupancy and or reduce traffic congestion by expanding travelers' transportation options in terms of travel mode, time, route, costs, and the quality and convenience of the travel experience. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.2.
Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many nonwork purpose destinations.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.5.
Policy 2.14: Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve bus service throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.14.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve bus service throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.16.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, including TSM strategies to improve local street and intersections throughout the study area and ATM technology. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.22.

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.26.
Policy 2.29: Consider highway infrastructure investments primarily along severely congested corridors.	Consistent. The Freeway Tunnel Alternative includes strategies and improvements to increase efficiency and capacity for all modes in the transportation system by improving capacity and reducing congestion throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.29.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park, and completion of I-710 between El Sereno and the City of Pasadena. These improvements would be consistent with the General Plan Highways and Freeways System Maps. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.33.
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.	Consistent. The Freeway Tunnel Alternative includes implementation of TSM and TDM measures throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.34.
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	Consistent. The Freeway Tunnel Alternative would not provide bicycle facility improvements in Northeast Los Angeles and would not implement the 1996 City Bicycle Plan. However, because the Freeway Tunnel Alternative would not preclude the City of Los Angeles from implementing the 1996 City Bicycle Plan, it would be consistent with Policy 10.1.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. The Freeway Tunnel Alternative would complete I-710 between El Sereno and the City of Pasadena. These improvements would be designed and constructed consistent with the cross sections in the Street Designations and Standards Chapter of the City of Los Angeles General Plan Transportation Element and/or Caltrans design standards, as appropriate. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 10.2.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include local street and intersection improvements in the neighborhoods of Eagle Rock, El Sereno, and Glassell Park. Those improvements would provide or maintain sidewalk widths consistent with Policy 10.5. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 10.5.
City of Los Angeles, Northeast Los Angeles Community Plan	
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.	Inconsistent. While the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases under the single-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, this study intersection would also experience unacceptable LOS during the PM peak hour under the No Build Alternative. Nevertheless, because the single-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
	<p>Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p> <p>While the dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases under the dual-bore design variation) would result in acceptable LOS at most of the 21 study area intersections in the Northeast Los Angeles Community Plan area in 2035, the this operational variation would result in LOS deterioration to unacceptable levels at one study intersection in the Northeast Los Angeles Community Plan area during the AM peak hour (Figueroa Street/Avenue 26) and one study intersections in the Northeast Los Angeles Community Plan area during the PM peak hour (Broadway/Colorado Boulevard) in 2035 as compared to the No Build Alternative. However, the study intersection that would experience unacceptable LOS during the PM peak hour would also experience unacceptable LOS under the No Build Alternative. Nevertheless, because the dual-bore design variation of the Freeway Tunnel Alternative would not maintain LOS D at all intersections in the Northeast Los Angeles Community Plan area, it would be inconsistent with Objective 10-1.</p>
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 11-1.
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.	Consistent. The Freeway Tunnel Alternative was developed by Caltrans and Metro to expand and improve existing bus services throughout the study area, including Northeast Los Angeles. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-1.1.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-1.2.
Objective 11-2: To increase the works trips and non-work trips made on public transit.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include strategies to reduce the use of motor vehicles and encourage public transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 11-2.
Policy 11-2.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.	Consistent. The Freeway Tunnel Alternative includes strategies to expand and improve bus service throughout the study area. All new transit stops will be designed to be user friendly. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 11-2.2.
IRWINDALE LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Community Development Element	
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.	Consistent. The disposal of excess soil material in the quarries in the City of Irwindale would be consistent with the City’s long-term plan to transition the quarries to other uses by partially filling the empty quarries with material that can be compressed and later built on if desired by the City.
PASADENA GENERAL PLAN CONSISTENCY ANALYSIS	
Mobility Element	
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.	Consistent. The Freeway Tunnel Alternative includes the ATM technology in the TSM/TDM Alternative, and would install CMS at key locations in the study area to provide real-time travel time and other traffic data to the public. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.5.

TABLE 6.1.15:

Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
<p>Policy 1.8: Continue programs to implement both transportation improvements and automobile demand reduction programs that mitigate the impacts of new development.</p>	<p>Consistent. The Freeway Tunnel Alternative would implement transportation improvements through either a single-bore or dual-bore tunnel. The Freeway Tunnel Alternative would also consist of TSM/TDM Alternative strategies to increase the efficiency and capacity of existing and planned transit. All proposed improvements are based on future growth projections provided by SCAG. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.8.</p>
<p>Policy 1.10: Promote user safety in design and development of new transportation projects and services.</p>	<p>Consistent. Both the single-bore and dual-bore design variations of 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 in the traffic area of the tunnel; fire detection and suppression systems; communications and surveillance systems; and 24-hour monitoring. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.10.</p>
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative also consists of TSM/TDM Alternative strategies to increase efficiency and capacity for all modes of transportation with lower capital cost investments and/or lower potential impacts, including regional air quality. In addition, the increased traffic throughput raises the efficiency of the freeway system, resulting in an air quality benefit. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.18.</p>
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative was developed based on input from the Project's TAC. If selected, the Freeway Tunnel Alternative would need to be added to the FTIP to be eligible for federal funding. State and local funding sources are anticipated to be used to finance the TSM/TDM Alternative improvements included in the Freeway Tunnel Alternative. The Freeway Tunnel Alternative would not interfere with the City of Pasadena's pursuit of funding opportunities for other automobile reduction strategies. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.21.</p>
Objective 3.2.2: Encourage Non-Auto Travel	
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative includes improved/expanded bus services and improved bicycle parking facilities at existing Metro Gold Line Stations to increase accessibility to public transportation services throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.4.</p>
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations, to promote bicycle riding for commuting and recreation. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.8.</p>
Objective 3.2.4: Manage Multimodal Corridors.	
<p>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.</p>	<p>Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements including the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 4.13.</p>
Land Use Element	
Objective 18: IMPROVED ENVIRONMENT: Improve the quality of the environment for Pasadena and the region.	
<p>Policy 18.1: Air Quality: Improve the air quality in Pasadena and in the region.</p>	<p>Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which include improvements to local streets, intersections, and bicycle facilities. The Freeway Tunnel Alternative would contribute to improved air quality and therefore would be consistent with Policy 18.1.</p>

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, which would increase accessibility to regional public transportation services. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.1.
Policy 20.2: Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that would increase accessibility to regional public transportation services, which could reduce traffic impacts in residential areas. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.2.
Policy 20.3: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.3.
Policy 20.4: Optimum Mobility: Promote mobility for those who do not drive, particularly seniors, youth and the disabled.	Consistent. The Freeway Tunnel Alternative includes increased/expanded bus service that would provide increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 20.4.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and increase transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 21.4.
Policy 21.10: Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area, and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 21.10.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative strategies to expand bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 23.3.
Noise Element	
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.	Consistent. The Freeway Tunnel Alternative would reduce noise pollution by increasing the availability of alternative transportation modes in the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2c.
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.	Consistent. The Freeway Tunnel Alternative includes increased/expanded bus service, which would maximize the efficiency of the existing transportation system by improving capacity and reducing congestion. Therefore, the Freeway Alternative would be consistent with Policy 2d.
South Fair Oaks Specific Plan	
Objective 1: By combining the intentions of the General plan with a community-based approach to preparing the Specific Plan, the following goals are established.	
Policy 1b: Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.	Consistent. The Freeway Tunnel Alternative would improve circulation throughout the study area, including the South Fair Oaks Specific Plan area, by providing either a single-bore or dual-bore tunnel. The Freeway Tunnel Alternative would also include the roadway improvements included in the TSM/TDM Alternative that provide a new on-ramp to SR 110 from State Street (which would provide more direct freeway access to the southern portion of

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
	the South Fair Oaks Specific Plan area), improved bicycle facilities, and increased/expanded bus service. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1b.
East Colorado Boulevard Specific Plan	
Objective 1: As guided by the Colorado Boulevard Today and Tomorrow document, “To improve the appearance, function, and urban ambience of East Colorado Boulevard,” the goals for revitalizing East Colorado Boulevard remain consistent with guiding Pasadena policy. To that end this Specific Plan reinforces goals and objectives that serve to accomplish beautification and enhancement. The following is a summary of the overall goals for the Specific Plan area.	
Policy 1b: Extend public transit with convenient stops located through the planning area. Consider additional expansion to the existing ARTS bus system to serve East Colorado Boulevard.	Consistent. The Freeway Tunnel Alternative includes bus service improvements in the East Colorado Boulevard Specific Plan area by increasing service on Metro Route 181 and Foothill Transit Route 187 on Colorado Boulevard. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1b.
Central District Specific Plan	
Objective 1: 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 will accommodate access by foot, bicycle, transit, and car.	Consistent. The Freeway Tunnel Alternative includes more frequent bus service and enhanced connecting bus services in the Central District Specific Plan area, which would increase accessibility to public transportation services in that area. The Freeway Tunnel Alternative also includes the TSM/TDM Alternative strategies to reduce the use of motor vehicles, improve bicycle facilities, encourage transit use, and improve transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Objective 22.
Objective 25: Promote transit use. Transit will be an available 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.	Consistent. The Freeway Tunnel Alternative includes expanding bus service on five bus routes that serve the Central District Specific Plan area (Metro Routes 181, 256, 267, and 762, and Foothill Transit Route 187). Therefore, the Freeway Tunnel Alternative would be consistent with Objective 25.
West Gateway Specific Plan	
General Plan Guiding Principle 5: Pasadena will be a city where people can circulate without cars.	
Guiding Principle 10: Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements, including improvements to St. John Avenue in the West Gateway Specific Plan area, which would improve traffic flow in the area and access to adjacent neighborhoods and businesses. Therefore, the Freeway Tunnel Alternative would be consistent with Guiding Principle 10.
Guiding Principle 11: Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard, the ARTS Circulator busses, and all other means of public transportation, including bicycles and pedestrians.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to expand travelers’ transportation options in terms of travel method, time, route, and costs. The Freeway Tunnel Alternative includes strategies to reduce the use of motor vehicles, improve bicycle facilities, and encourage transit use, and would expand bus service on three bus routes that serve the West Gateway Specific Plan area (Metro Routes 181, 256, and 267). Therefore, the Freeway Tunnel Alternative would be consistent with Guiding Principle 11.
SOUTH PASADENA LAND USE PLAN CONSISTENCY ANALYSIS	
General Plan Circulation and Accessibility Element	
No 710 Extension Policy. (pp. III-6) 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.	Inconsistent. The Freeway Tunnel Alternative would extend I-710 and therefore would be inconsistent with this general policy.
Goal 1: Provide convenient, efficient and safe mobility within the city.	
Policy 1.1: Seek innovative solutions to reduce adverse impacts of through traffic.	Consistent. The design options for the Freeway Tunnel Alternative would improve circulation in the study area. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to reduce the use of motor vehicles, encourage ridesharing and transit use, and improve transportation options. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 1.1.

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.2.
Policy 2.4: Support the development of additional regional public (mass) transportation facilities and services.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of regional public transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 2.4.
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.	Consistent. The Freeway Tunnel Alternative includes the TSM/TDM Alternative improvements that were developed by Caltrans and Metro. Therefore, the Freeway Alternative would be consistent with Policy 3.1.
Policy 3.3: Support the development of additional circulation routes through the City.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options throughout the study area. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 3.3.
General Plan Land Use and Community Design Element	
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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to reduce the use of motor vehicles, provide increased opportunities for ridesharing and transit use, and improve transportation options for those who do not drive. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 3.5.
General Plan Noise Element	
Goal 6: To encourage the provision of and use of alternative modes of transit (bicycle, bus, and 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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and provide increased opportunities for transit use through improving services, stations, and connections. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.1.
Policy 6.2: Promote a regional approach. Promote a regional approach to transportation services in cooperation with other Cities.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies focused on reducing the use of motor vehicles by promoting alternative modes of regional transportation through improving bicycle facilities and bus services, and providing increased opportunities for ridesharing and transit use. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.2.
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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.5.
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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to improve existing bicycle facilities, including on-street Class III bicycle facilities that support access to transit facilities through the study area and the expansion of bicycle parking facilities at existing Metro Gold Line stations. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 6.6.

TABLE 6.1.15:
Land Use Plan Consistency Analysis for the Freeway Tunnel Alternative

Policy	Consistent/Inconsistent?
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.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase efficiency and capacity for all transportation modes with lower capital cost investments and/or lower potential impacts, including regional air quality. Therefore, the Freeway Tunnel Alternative would be consistent with Policy 18.1.
Mission Street Specific Plan (City of South Pasadena)	
Intent 1: Encourage and provide alternative means of access to the Gold Line station and Mission Street other than automobiles.	Consistent. The Freeway Tunnel Alternative includes TSM/TDM Alternative strategies to increase the availability of transit and encourage transit use through improving services, stations, and connections. Therefore, the Freeway Tunnel Alternative would be consistent with Intent 1.

Source: LSA Associates, Inc. (2014).

¹ A paratransit system or service supplements a larger public transit system by providing individualized rides without fixed routes or timetables. Paratransit services may include taxis, vans, or small buses, or an on-demand service that provides door-to-door service from any origin to any destination in the service area. Paratransit services may be provided by public transit agencies, community groups, and for-profit or not-for-profit private companies.

ATM = Active Traffic Management

Caltrans = California Department of Transportation

CMS = changeable message signs

FTIP = Federal Transportation Improvement Program

I-710 = Interstate 710

LSA = LSA Associates, Inc.

Metro = Los Angeles County Metropolitan Transportation Authority

ROW = right of way

SCAG = Southern California Association of Governments

SR 110 = State Route 110

TAC = Technical Advisory Committee

TDM = Transportation Demand Management

TSM = Transportation System Management

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 project study area.

6.2.1 Methodology

The potential for growth-related effects of the No Build and Build Alternatives was assessed using the methodology in the Caltrans “Guidance for Preparers of Growth-Related, Indirect Impacts Analysis” (2006). That guidance specifically deals with the types of indirect effects associated with highway projects that can encourage or facilitate land use or development that change the location, rate, type, or amount of growth in an area. Consistent with the guidance, a first-cut screening analysis was conducted to assess whether there is potential for growth-related effects and whether additional analysis would be necessary to assess those effects. The first-cut screening analysis addresses the following questions:

- a. How, if at all, does the proposed project potentially change accessibility?
- b. How, if at all, do the proposed project type, project location, and growth pressure potentially influence growth? Some transportation projects may have very little influence on future growth, whereas others may have great influence. Some geographic locations are more conducive to influencing growth, whereas others are highly constrained. These differences may result from physical constraints, planning, and zoning factors, or local political considerations.
- c. Is project-related growth reasonably foreseeable as defined in the National Environmental Policy Act (NEPA)? Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote or speculative.
- d. If there will be project-related growth, how, if at all, would that growth affect resources of concern?

6.2.2 Demographic Projections for the Study Area

Table 6.2.1 summarizes:

- The 2008 population, household, and employment for the study area cities and unincorporated communities (SCAG used 2008 as the baseline year for the population, household, and employment growth forecasts it prepared as part of the 2012 RTP Growth Forecast);
- The 2020 and 2035 population, household, and employment forecasts for the study area cities and unincorporated communities (as described in Section 5.11, SCAG prepared growth projections for the unincorporated communities of the County as part of its 2012 RTP Growth Forecast; however, SCAG did not prepare projections for each individual unincorporated community); and
- The total population, household, and employment data for 2008, 2020, and 2035 for all of Los Angeles County.

TABLE 6.2.1:
Growth Trends in the Study Area by Jurisdiction

Demographic Characteristic	2008	2020	2035	Projected 2008–2035 Growth Rate
Los Angeles County				
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%
Unincorporated Communities in Los Angeles County (East Los Angeles, San Pasqual, Mayflower Village, East Pasadena, East San Gabriel, and North El Monte)				
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%
City of Alhambra				
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%
City of Arcadia				
Population	56,200	59,600	64,300	14.4%
Households	19,500	21,000	22,700	16.4%
Employment	26,700	28,100	29,500	10.5%
City of Commerce				
Population	12,800	12,900	13,000	1.6%
Households	3,400	3,400	3,500	2.9%
Employment	48,100	47,800	48,600	1.0%
City of Duarte				
Population	21,200	22,100	23,400	10.4%
Households	7,000	7,400	7,900	12.9%
Employment	6,700	7,000	7,300	9.0%
City of El Monte				
Population	113,400	124,300	140,100	23.5%
Households	27,800	30,400	33,300	19.8%
Employment	36,300	37,100	38,400	5.8%
City of Glendale				
Population	191,600	198,900	209,300	9.2%
Households	72,200	75,200	78,600	8.9%
Employment	93,600	98,200	103,000	10.0%
City of Irwindale				
Population	1,400	1,600	2,000	42.9%
Households	400	400	500	25.0%
Employment	13,400	11,500	12,300	-8.2%
City of La Cañada Flintridge				
Population	20,200	20,400	20,600	2.0%
Households	6,800	7,000	7,100	4.4%
Employment	9,500	10,200	10,300	8.4%
City of Los Angeles Neighborhoods (Arroyo Seco, Eagle Rock, El Sereno, Glassell Park, and Highland Park)				
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%
City of Monrovia				
Population	36,300	37,700	39,400	8.5%
Households	13,600	14,300	14,800	8.8%
Employment	17,700	18,300	19,100	7.9%
City of Montebello				
Population	62,500	66,400	66,400	6.2%
Households	19,000	20,500	20,500	7.9%
Employment	25,700	26,400	27,400	10.9%

TABLE 6.2.1:
Growth Trends in the Study Area by Jurisdiction

Demographic Characteristic	2008	2020	2035	Projected 2008–2035 Growth Rate
City of Monterey Park				
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%
City of Pasadena				
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%
City of Rosemead				
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%
City of San Gabriel				
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%
City of San Marino				
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%
City of Sierra Madre				
Population	10,900	10,900	11,000	0.9%
Households	4,800	4,900	5,000	4.2%
Employment	3,400	3,400	3,400	0.0%
City of South El Monte				
Population	20,100	20,800	21,800	8.5%
Households	4,600	4,800	5,000	8.7%
Employment	15,700	15,300	15,400	-1.9%
City of South Pasadena				
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%
City of Temple City				
Population	35,400	36,900	39,000	10.2%
Households	11,600	12,300	13,000	12.1%
Employment	6,700	7,000	7,300	9.0%

Source: Southern California Association of Governments, 2012 Regional Transportation Plan Growth Forecast.
 Note: Detailed community profiles are provided in Chapter 5, Community Profiles.

As shown, most of the cities and communities are forecast to experience increases in population, ranging from 0.9 percent in Sierra Madre to 42.9 percent in Irwindale. The lower percentages typically reflect cities and communities that are largely built out with relatively little land available for development, including residential uses. The higher percentages typically represent either greater availability of land for development or are reflective of small actual increases in the number of persons in an area where the total 2008 population is relatively small. For example, the 42.9 percent increase in population in Irwindale reflects a forecast increase of only 600 residents between 2008 (1,400 residents) and 2035 (2,000). As shown in Table 6.2.1, the populations in all the cities and communities are forecast to increase by 2035 based on adopted demographic projections for those areas.

As shown in Table 6.2.1, all but one of the cities and communities are forecast to experience increases in the numbers of households from 2008 to 2035. No increase in households is forecast in San Marino, and Commerce and South Pasadena are both forecast to experience only a 2.9 percent increase in households between 2008 and 2035. The remaining cities and communities are forecast to experience moderate to substantial increases in the number of households, ranging from 4.2 percent in La Cañada Flintridge to 36 percent in the unincorporated communities in Los Angeles County over the same period. Similar to the population forecasts, the lower forecasts of households typically reflect cities and communities that are largely built out with relatively little land available for development. The larger percentages typically represent either greater availability of land for development or are reflective of small actual increases in the number of households in an area where the total number of households is relatively small. For example, the 25 percent increase in households in Irwindale reflects a forecast increase of only 100 households between 2008 (400 households) and 2035 (500 households).

As shown in Table 6.2.1, all but one of the cities and communities are forecast to experience increases in the number of employees from 2008 to 2035. Employment in Irwindale and South El Monte is forecast to decline by 8.2 and 1.9 percent, respectively, which is reflective of the addition of housing and reduction of nonresidential uses in those cities over the forecast period. The forecasted increases in employment in the remaining cities and communities range from 1 percent in Commerce to 34.2 percent in the unincorporated communities in Los Angeles County from 2008 to 2035. Similar to the population and household forecasts, the lower employment forecasts typically reflect cities and communities that are largely built out with relatively little land available for development. The larger percentages typically represent either greater availability of land for development or are reflective of small actual increases in the number of persons in an area where the total population is relatively small.

In summary, Table 6.2.1 indicates that the study area cities and communities are forecast to experience various rates of growth in population, households, and employment between 2008 and 2035.

6.2.3 Regional Transportation Planning

The regional demographic forecasts described above are based in part on General Plan land use information provided by the local jurisdictions and projects included in the RTP and the FTIP. The SCAG 2012–2035 RTP/SCS, adopted April 2, 2012, includes improvements to SR 710 as follows:

- **RTP ID 1M010:** “Valley Boulevard to California Boulevard & Pasadena Avenue: SR-710 north extension (tunnel) (alignment to be determined).”
- **RTP ID 18790:** “Route 710: Study to evaluate technical feasibility and impacts of an alternative to close 710 freeway gap. This study includes environmental studies (EIR/EIS) (EA# 187901, PPNO# 2215).”

The SCAG 2013 FTIP (adopted September 19, 2012) includes improvements to SR 710 as follows:

- **FTIP ID 18790:** “Route 710: Study to evaluate technical feasibility and impacts of an alternative to close 710 freeway gap. This study includes environmental studies (EIR/EIS) (EA# 187901, PPNO# 2215).”

6.2.4 Potential Growth-Related Effects of the No Build Alternative

The No Build Alternative does not include any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in growth-related effects potentially associated with the improvements in the Build Alternatives.

6.2.5 Potential Growth-Related Effects of the Build Alternatives

a. How, if at all, does the proposed project potentially change accessibility?

The purpose of the proposed project is to effectively and efficiently accommodate regional and local north-south travel demand in 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.

Table 6.2.2 qualitatively assesses the ability of the Build Alternatives to meet the defined purposes of the proposed project related to regional and local traffic. As shown, all four Build Alternatives meet those defined project purposes, at varying levels. For example, the more modest improvements in the TSM/TDM Alternative would improve system efficiency and improve congestion on local arterials at a lower level than the more intensive improvements provided in the other Build Alternatives. Nonetheless, it can be concluded that all four Build Alternatives would potentially change accessibility in the study area cities and communities by improving the efficiency of the existing regional freeway and transit networks and reducing congestion on local arterials. These changes in accessibility would benefit the traveling public in and around the study area cities and communities. It should be noted that although the Build Alternatives would improve accessibility in the area, they would not provide access to areas where there is currently no access. Improvements in this corridor in the future were anticipated in the RTP and the FTIP and, therefore, are considered to have been planned in conjunction with the forecasted changes in demographic characteristics in the study area. In summary, although the Build Alternatives would improve mobility and accessibility in the study area cities, the project improvements would not add new access to and/or from the area that would result in growth pressures in areas where such access does not presently exist.

b. How, if at all, do the proposed project type, project location, and growth pressure potentially influence growth? Some transportation projects may have very little influence on future growth, whereas others may have great influence. Some geographic locations are more conducive to influencing growth, whereas others are highly constrained. These differences may result from physical constraints, planning, and zoning factors, or local political considerations.

As discussed earlier, increases in population, housing, and employment in the study area cities and communities is forecast through 2035. That growth is expected to be affected by a number of factors, including: (1) local, State, and economic conditions; (2) local jurisdictions' consideration and approval of residential and non-residential development consistent with adopted General Plans;

TABLE 6.2.2:
Ability of the Build Alternatives to Meet the Defined Project Purposes

Project Purposes	Does the alternative meet the defined project purpose?			
	TSM/TDM Alternative	BRT Alternative	LRT Alternative	Freeway Tunnel Alternative
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	The ITS, local street and intersection, active traffic management, expanded bus service, and bicycle facility improvements included in the TSM/TDM Alternative would contribute to improving north-south travel in the study area.	The dedicated bus lanes, stations, and increased transit services included in the BRT Alternative would contribute to improving the north-south travel in the study area.	The light rail facilities, stations, and services, and supporting bus services included in the LRT Alternative would contribute to improving north-south travel in the study area.	The freeway facilities included in the Freeway Tunnel Alternative would contribute to improving north-south travel in the study area.
Improve efficiency of the existing regional freeway and transit networks	The ITS, local street and intersection, active traffic management, expanded bus service, and bicycle facility improvements included in the TSM/TDM Alternative would contribute to improved efficiency of the local and regional transit networks.	The dedicated bus lanes, stations, and increased transit services included in the BRT Alternative would improve the efficiency of the local and regional transit networks.	The light rail facilities, stations, and services, and supporting bus services included in the LRT Alternative would improve the efficiency of the local and regional transit networks.	The freeway facilities included in the Freeway Tunnel Alternative would improve the efficiency of the regional freeway network.
Reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes	The ITS, local street and intersection, active traffic management, expanded bus service, and bicycle facility improvements included in the TSM/TDM Alternative would contribute to reduced congestion and improved mobility on local arterials.	The dedicated bus lanes, stations, and increased transit services included in the BRT Alternative would contribute to reduced congestion and improved mobility on local arterials.	The light rail facilities, stations, and services, and supporting bus services included in the LRT Alternative would contribute to reduced congestion and improved mobility on local arterials.	The freeway facilities included in the Freeway Tunnel Alternative would contribute to reduced congestion and improved mobility on local arterials by providing an alternative travel path to accommodate regional traffic volumes.

Source: LSA Associates Inc. (2014).

BRT = Bus Rapid Transit

ITS = Intelligent Transportation Systems

LRT = Light Rail Transit

TSM/TDM = Transportation System Management/Transportation Demand Management

(3) local policies and positions regarding growth, higher density land uses, and land uses not previously present in a city or community or in parts of a city or community; (4) the availability of vacant land for development; (5) opportunities for infill development at higher densities than the previous uses; and (6) the availability of infrastructure to support those land uses, including public utilities (water, sewer, waste collection), public services (libraries, fire, police), other utilities (electric, natural gas, telecommunications), and transportation (local and regional roads, and rail and bus services and facilities). The Build Alternatives are expected to accommodate existing, approved, and planned growth in the area, but are not expected to influence the amount, timing, or location of growth in the area as described below for each Build Alternative.

The study area includes cities and communities that are largely built out as well as cities and communities with vacant land and/or opportunities for infill development as reflected in the demographic forecasts in Table 6.2.1. Opportunities for growth in areas that are largely built out are typically very limited and, as a result, would not be expected to be substantially affected by any potential growth pressure associated with the proposed transportation improvements.

6.2.5.1 TSM/TDM Alternative

As noted above, growth in areas with vacant land or land available for infill development will typically be influenced by a number of factors. The improvements in the TSM/TDM Alternative, while contributing to reduced congestion in the overall transportation system, are not expected to substantially influence growth in the study area. This is because they are relatively modest and focused improvements that are intended to improve circulation at specific intersections or street segments but which would not be expected to increase system efficiency to a level that would substantially increase the overall capacity of the transportation system or the attractiveness of certain areas for development. As a result, it is unlikely that the TSM/TDM Alternative improvements themselves would be sufficient to attract new development to an area not already proposed for development or to modify the type, location, or timing of development in those areas, and therefore would not result in growth-related effects.

6.2.5.2 BRT Alternative

In addition to the improvements in the TSM/TDM Alternative, the BRT Alternative proposes dedicated and mixed-flow bus lanes, bus stations, and increased bus service focused on a north-south corridor extending from south of State Route 60 (SR 60) to Pasadena. The improvements in the BRT Alternative, while providing an efficient alternative for the traveling public with substantial increases in transit services and the provision of dedicated bus stations along the route of the bus lanes, are not expected to substantially influence growth in the study area. This is because the transit service improvements in the BRT Alternative are focused on increasing the number of bus routes and the frequency of service on bus routes throughout the study area. The bus stations for the dedicated bus lanes would be modest facilities with shelters, buses, real-time transit information, and other typical passenger amenities. The stations would not be locations where large numbers of people would congregate or pass through. As a result, the stations in the BRT Alternative would not increase the attractiveness of the areas around the bus stations for development. The new bus routes and increased LOS on bus routes in the area would provide a diffuse benefit for the traveling public across a number of cities in the study area. As a result, it is unlikely that the BRT improvements themselves would be sufficient to attract new development to

an area not already proposed for development or to modify the type, location, or timing of development in those areas, and therefore would not result in growth-related effects.

6.2.5.3 LRT Alternative

In addition to the improvements in the TSM/TDM Alternative, the LRT Alternative proposes seven stations along the alignment of the light rail system. Four stations (Alhambra, Huntington, South Pasadena, and Fillmore Stations) would be underground along the tunnel segment and three stations (Mednik, Floral, and California State University, Los Angeles [Cal State LA] Stations) would be along the elevated segment. Four stations would include at-grade and/or structure parking: Floral Station, Alhambra Station, Huntington Station, and South Pasadena Station. Two stations (Mednik and Fillmore Stations) would interface with existing stations on the Metro Gold Line. New bus routes and increased service frequencies would also be provided to support travel to and from the new light rail stations. The Mednik Station includes space for retail and restaurant development under the aerial tracks and station on the west side of Mednik Avenue between Gleason Street and 3rd Street.

While the areas around light rail stations can be attractive locations for development because they enjoy improved access to the regional public transportation system, the proposed stations are located in areas that are generally already developed. Although the presence of those stations could result in some pressure for alternative land uses or increased densities in the areas around the stations, that type of development would be largely dependent on a number of factors other than the presence of the LRT Alternative stations. Those factors include the local and regional economic conditions, local support for those types of land uses in the areas around the stations, and the existing General Plan and zoning designations. As a result, it is unlikely that the presence of the light rail stations themselves and the availability of both light rail service and increase bus services would be sufficient to attract new development to an area not already proposed for development or to modify the type, location, or timing of development in those areas, and therefore would not result in growth-related effects.

6.2.5.4 Freeway Tunnel Alternative

In addition to the improvements in the TSM/TDM Alternative, the Freeway Tunnel Alternative proposes a freeway extending between the existing terminus of I-710 on the south to the existing I-210/State Route 134 (SR 134) interchange to the north. The majority of the alignment, from just south of Green Street south to Hellman Avenue in Alhambra would be in a tunnel and would not be visible from the surface. As a result, that segment of the alignment would not provide opportunities for improved visibility for land uses in the adjacent areas. The at-grade segments of the northern and southern ends of the freeway tunnel(s) would connect with existing I-210/SR 134 on the north and I-710 on the south. The areas around those two interchanges are largely developed with a variety of existing land uses and, as a result, there are no obvious opportunities in those areas to develop new land uses that would benefit from visibility associated with the existing and proposed freeway facilities in those areas. There would be no interchanges with local streets except at the existing partial interchange between I-710 and Valley Boulevard. The Freeway Tunnel Alternative would not result in visibility from adjacent land uses along the majority of the alignment (the tunnel segment), there would be no new interchanges with local arterials that would provide increased visibility for adjacent land uses, and there would be no substantial increase in visibility of adjacent land uses in the vicinity of the existing interchanges. As a result, the Freeway Tunnel Alternative

would not provide sufficient visibility or access to attract new development to an area not already proposed for development or to modify the amount, type, location, or timing of development in those areas, and therefore would not result in growth-related effects.

c. Is project-related growth reasonably foreseeable as defined in NEPA? Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote or speculative.

As described above, the four Build Alternatives are not anticipated to result in growth-related effects in the study area. Because the study area is largely built out and none of the Build Alternatives provide new access to undeveloped or under-developed areas, it would be speculative to conclude that the Build Alternatives would result in new development in an area not already proposed for development, or would modify the amount, type, location, or timing of development in those areas. As a result, reasonably foreseeable growth-related effects are not anticipated under the four Build Alternatives.

d. If there will be project-related growth, how, if at all, would that growth affect resources of concern?

As discussed above, the Build Alternatives are not expected to influence the amount, type, timing, or location of growth in the study area and therefore would not result in growth-related effects on any resources of concern.

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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 communities in the study area. Please note that the tables and figures cited in this section are provided following the last page of text in this section.

6.3.1 Methodology

The existing character and level of cohesion of each of the communities in the study area within 500 feet (ft) of the SR 710 North Build Alternatives were described in Chapter 5.0, Community Profiles. This section provides a qualitative assessment of whether the direct or indirect impacts of construction or operation of the improvements included in the SR 710 North Study Build Alternatives would result in beneficial or adverse effects on the overall character or cohesion of the communities in which they would be located.

6.3.2 No Build Alternative

The No Build Alternative does not include construction of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in short-term community character and cohesion effects related to the use of privately owned property for temporary construction easements (TCEs) and short-term traffic effects potentially associated with the construction of the Build Alternatives.

The No Build Alternative does not include the operation of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in permanent impacts on community character and cohesion related to permanent easements and ROW acquisition, and changes in transportation connectivity and access potentially associated with the improvements in the Build Alternatives. However, because the No Build Alternative would not provide improvements to the transit, transportation, and circulation systems, it would not provide any transportation-based benefits for the traveling public.

6.3.3 Transportation System Management/Transportation Demand Management Alternative

6.3.3.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the TSM/TDM Alternative related to community character and cohesion. The improvements and services included in the TSM/TDM Alternative are located in the following cities, communities, and neighborhoods in the study area:

- Alhambra
- Eagle Rock
- El Sereno
- Glassell Park
- Pasadena
- Rosemead
- San Gabriel
- San Marino
- South Pasadena
- Unincorporated San Gabriel Valley Communities

No physical improvements under the TSM/TDM Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- East Los Angeles
- El Monte
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Monterey Park
- Sierra Madre
- South El Monte
- Temple City

Temporary Impacts

Temporary Construction Easements

Construction of the TSM/TDM Alternative would require TCEs to construct retaining walls or other project features. The locations of the TCEs and permanent easements required for the TSM/TDM Alternative are shown on Figure 6.3-1 (which has 21 sheets). The permanent easements are described below in the permanent impacts section.

Table 6.3.1 provides information about the temporary and permanent easements required under the TSM/TDM Alternative, including the parcel numbers and street addresses of parcels where easements would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required for each easement.

As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on approximately 16 parcels in Alhambra, El Sereno, Pasadena, San Gabriel, and South Pasadena.

Short-Term Traffic Effects

Lane restrictions during construction of the improvements in the TSM/TDM Alternative may include lane width reductions, reductions in the number of lanes, and restrictions on the number of lanes during off-peak hours. In general, these improvements are minor, and no detours are anticipated to be needed. However, some travelers may choose alternate routes around the area to avoid construction activity and traffic delays.

There are 25 areas in Alhambra, Eagle Rock, El Sereno, Glassell Park, Pasadena, Rosemead, San Gabriel, San Marino, South Pasadena, and the Unincorporated San Gabriel Valley Communities where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Construction activities associated with the improvements under the TSM/TDM Alternative would result in minor delays for the traveling public (5 minutes or less). The Transportation Management Plan (TMP) for the SR 710 North Study would include signing and other information to advise the traveling public about any upcoming detours, closures, or lane restrictions. The TSM/TDM Alternative is not anticipated to result in any temporary disruptions in access in the study area. Therefore, the TSM/TDM

Alternative would not result in temporary impacts on community cohesion in the cities, communities, or neighborhoods in the study area where these improvements are located.

Permanent Impacts

Permanent Easements

As described in Table 6.3.1 and shown on Figure 6.3-1, the TSM/TDM Alternative would require two permanent aerial easements related to bridge construction over the Union Pacific Railroad (UPRR) tracks near Mission Road in El Sereno and Alhambra. Aerial easements are required to accommodate elevated structures or overhead utility lines above a property.

Access and Transportation Connectivity

There are eight areas in Alhambra, Eagle Rock, Pasadena, San Gabriel, and South Pasadena where improvements under the TSM/TDM Alternative would result in minor permanent changes in access or circulation as follows:

- **Atlantic Boulevard from Glendon Way to I-10 (L-3 Improvements):** This improvement would modify access to properties along Atlantic Boulevard and the residential neighborhoods along Glendon Way and Norwood Place from Atlantic Boulevard in Alhambra.
- **Garfield Avenue from Valley Boulevard to Glendon Way (L-4 Improvements):** This improvement would modify access to residential neighborhoods along Glendon Way and Norwood Place from Garfield Avenue in Alhambra.
- **West Broadway/Colorado Boulevard (I-1 Improvements):** This improvement would modify access from eastbound Colorado Boulevard to Lockhaven Avenue in Eagle Rock.
- **St. John Avenue Extension between Del Mar Boulevard and California Avenue (T-3 Improvements):** This improvement would connect Waverly Drive, Bellevue Drive, and Palmetto Drive, which are currently cul-de-sacs, with the St. John Avenue extension in Pasadena.
- **Del Mar Avenue/Mission Road (I-19 Improvements):** This improvement would modify access from westbound El Monte Street to Del Mar Avenue in San Gabriel.
- **Fremont Avenue from Huntington Drive to Alhambra Road (L-2a Improvements):** This improvement would modify access to properties along Fremont Avenue and the residential neighborhoods along Oneonta Knoll Street, Beech Street, Maple Street, and Elmpark Street in South Pasadena.
- **Fair Oaks Avenue from Grevelia Street to Monterey Road, Fair Oaks Avenue/Monterey Road (L-8 and I-8 Improvements):** This improvement would modify access to properties along Fair Oaks Avenue and commercial uses along Oxley Street, El Centro Street, Mission Street, and Hope Street in South Pasadena.
- **State Route 110 (SR 110)/Fair Oaks Avenue Hook Ramps (T-2 Improvements):** This improvement would modify access from northbound Fair Oaks Avenue to southbound SR 110 in South Pasadena.

The TSM/TDM Alternative would also enhance existing bus service by reducing headways on 20 bus routes that serve the study area. Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

In addition, the TSM/TDM Alternative would provide six new Class III bikeways in Alhambra, Arcadia, La Cañada Flintridge, Pasadena, Rosemead, San Gabriel, San Marino, South Pasadena, Temple City, and the Unincorporated San Gabriel Valley Communities. These new bikeways would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists.

The TSM/TDM Alternative improvements would result in minor changes in access or circulation; however, they would also provide the traveling public with modest improvements in mobility and increase the efficiency of the existing circulation system without dividing or otherwise affecting the character of the communities in which they would be located.

Property Acquisitions and Relocations

The TSM/TDM Alternative would require the acquisition of property for public ROW. The locations of the full and partial parcel acquisitions required for the TSM/TDM Alternative are shown on Figure 6.3-1 and are discussed in the following sections. The parcels proposed to be acquired for this alternative are occupied or planned for nonresidential uses. No residential uses and no residents would be displaced by the TSM/TDM Alternative.

Full Acquisitions

Table 6.3.2 provides information regarding full parcel acquisitions required under the TSM/TDM Alternative, including the Assessor's Parcel Numbers (APNs) and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Table 6.3.2 also provides information about the number of businesses and employees that could be potentially displaced by each full parcel acquisition required under the TSM/TDM Alternative. As shown in Table 6.3.2, the TSM/TDM Alternative would result in one full parcel acquisition in Pasadena, which would not result in relocations. The TSM/TDM Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and the displacement of six employees. This parcel (parcel number 18497) is currently leased for privately operated commercial use. For the TSM/TDM Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Partial Acquisitions

Table 6.3.3 provides information regarding partial parcel acquisitions required under the TSM/TDM Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each

acquisition. Generally, partial parcel acquisitions consist of slivers of parcels that would not affect the existing land uses on those parcels.

As shown in Table 6.3.3, the TSM/TDM Alternative would result in 31 partial parcel acquisitions in Alhambra, Eagle Rock, Pasadena, Rosemead, San Gabriel, and South Pasadena. None of these partial parcel acquisitions would result in the displacement of businesses or employees.

Conclusion

Because the TSM/TDM Alternative would result in a minimal number of non-residential displacements, it would not affect the character or cohesion of the communities in which the TSM/TDM Alternative improvements would be located. Further, as described in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area to relocate this displaced business. Therefore, it is anticipated that this displaced business could be relocated near its current location without any disruption to the social fabric of the community in which it is located.

6.3.3.2 Alhambra

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on approximately five parcels in the City of Alhambra. Sheets 10 and 14 of Figure 6.3-1 show the locations of these TCEs.
- **Short-Term Traffic Effects:** There are seven areas in the City of Alhambra where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Fremont Avenue from Mission Road to Valley Boulevard (L-2c Improvements)
 - Atlantic Boulevard from Glendon Way to I-10 (L-3 Improvements)
 - Garfield Avenue from Valley Boulevard to Glendon Way (L-4 Improvements)
 - Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)
 - Garfield Avenue/Mission Road (I-16 Improvements)
 - Hellman Avenue/Fremont Avenue (I-44 Improvements)
 - Valley Boulevard to Mission Road Connector Road (T-1 Improvements)

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require one permanent aerial easement related to the widening of the Garfield Avenue bridge over the UPRR tracks near Mission Road in the City of Alhambra. Sheet 14 of Figure 6.3-1 shows the location of this permanent aerial easement.
- **Access and Transportation Connectivity:** There are seven areas in the City of Alhambra where improvements under the TSM/TDM Alternative would result in permanent changes in access or

circulation. The following improvements would improve traffic operations and circulation in Alhambra without permanently modifying access to and from adjacent properties:

- Fremont Avenue from Mission Road to Valley Boulevard (L-2c Improvements)
- Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)
- Garfield Avenue/Mission Road (I-16 Improvements)
- Hellman Avenue/Fremont Avenue (I-44 Improvements)
- Valley Boulevard to Mission Road Connector Road (T-1 Improvements)

The following improvements would result in permanent changes in access in the City of Alhambra:

- *Atlantic Boulevard from Glendon Way to I-10 (L-3 Improvements)* – This improvement would modify the intersections of Atlantic Boulevard/Glendon Way and Atlantic Boulevard/Norwood Place to establish right-turn-only access into and out of Glendon Way and Norwood Place. Although this improvement would limit direct access between Atlantic Boulevard and the residential neighborhoods along Glendon Way and Norwood Place, the traveling public would be still be able to make left turns to and from Atlantic Boulevard via Valley Boulevard.

This improvement would convert the continuous left-turn lane in the median of Atlantic Boulevard between Valley Boulevard and Glendon Way and the existing dedicated left-turn lane from southbound Atlantic Boulevard to eastbound Glendon Way into a reversible directional lane. Although this improvement would result in the prohibition of left turns into the driveways of properties located along this segment of Atlantic Boulevard, the traveling public would be still be able to access these properties by making a right turn from Atlantic Boulevard.

- *Garfield Avenue from Valley Boulevard to Glendon Way (L-4 Improvements)* – This improvement would modify the intersections of Garfield Avenue/Glendon Way and Garfield Avenue/Norwood Place to establish right-turn-only access into and out of Glendon Way and Norwood Place. Although this improvement would limit direct access between Garfield Avenue and the residential neighborhoods along Glendon Way and Norwood Place, the traveling public would be still be able to make left turns to and from Garfield Avenue via Valley Boulevard.

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in Alhambra by reducing headways on 8 of the 15 bus routes that serve the City (Metro Routes 76, 78, 258, 260, 378, 485, 762, and 770). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide a new Class III bikeway along Huntington Drive on the northern edge of the City of Alhambra. This new bikeway would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of Alhambra.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.2, the TSM/TDM Alternative would not require the full acquisition of any parcels in the City of Alhambra. As shown in Table 6.3.3, the TSM/TDM Alternative would result in two partial parcel acquisitions in Alhambra. Sheet 14 of Figure 6.3-1 shows the locations of these partial acquisitions. Tables 6.3.2 and 6.3.3 also show that the TSM/TDM Alternative would not result in the relocation of any businesses or employees in the City of Alhambra.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in Alhambra without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of the City of Alhambra.

6.3.3.3 Eagle Rock

Temporary Impacts

- **Temporary Construction Easements:** The TSM/TDM Alternative would not require any TCEs in the neighborhood of Eagle Rock.
- **Short-Term Traffic Effects:** There are four areas in the neighborhood of Eagle Rock where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Figueroa Street from SR 134 to Colorado Boulevard (L-1 Improvements)
 - West Broadway/Colorado Boulevard (I-1 Improvements)
 - Eagle Rock Boulevard/York Boulevard (I-2 Improvements)
 - Eagle Rock Boulevard/Colorado Boulevard (I-45 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the neighborhood of Eagle Rock.
- **Access and Transportation Connectivity:** There are four areas in the neighborhood of Eagle Rock where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. The following improvements would improve traffic operations and circulation in Eagle Rock without permanently modifying the access to and from adjacent properties:
 - Figueroa Street from SR 134 to Colorado Boulevard (L-1 Improvements)
 - Eagle Rock Boulevard/York Boulevard (I-2 Improvements)
 - Eagle Rock Boulevard/Colorado Boulevard (I-45 Improvements)

The following improvements would result in permanent changes in access in the neighborhood of Eagle Rock:

- *West Broadway/Colorado Boulevard (I-1 Improvements)* – This improvement would eliminate the left-turn pocket from eastbound Colorado Boulevard to Lockhaven Avenue. Although this improvement would result in the prohibition of left turns from eastbound

Colorado Boulevard to Lockhaven Avenue, the traveling public would be still be able to access Lockhaven Avenue from eastbound Colorado Boulevard via other nearby streets.

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in the neighborhood of Eagle Rock by reducing headways on two of the seven bus routes that serve this neighborhood (Metro Routes 180 and 181). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.2, the TSM/TDM Alternative would not require the full acquisition of any parcels in the neighborhood of Eagle Rock. As shown in Table 6.3.3, the TSM/TDM Alternative would result in one partial parcel acquisition in Eagle Rock. Sheet 3 of Figure 6.3-1 shows the location of this partial acquisition. Tables 6.3.2 and 6.3.3 also show that the TSM/TDM Alternative would not result in the relocation of any businesses or employees in the neighborhood of Eagle Rock.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in Eagle Rock without creating any physical barriers or divisions in or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of the neighborhood of Eagle Rock.

6.3.3.4 El Sereno

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on two parcels in the neighborhood of El Sereno. Sheet 10 of Figure 6.3-1 shows the locations of these TCEs.
- **Short-Term Traffic Effects:** There are two areas in the neighborhood of El Sereno where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Eastern Avenue/Huntington Drive (I-3 Improvements)
 - Valley Boulevard to Mission Road Connector Road (T-1 Improvements)

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require one permanent aerial easement related to bridge construction over the UPRR tracks near Mission Road in the neighborhood of El Sereno. Sheet 10 of Figure 6.3-1 shows the location of this permanent aerial easement.
- **Access and Transportation Connectivity:** There are two areas in the neighborhood of El Sereno where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. Both of these improvements would improve traffic operations and circulation in El Sereno without permanently modifying the access to and from adjacent properties:

- Eastern Avenue/Huntington Drive (I-3 Improvements)
- Valley Boulevard to Mission Road Connector Road (T-1 Improvements)

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in El Sereno by reducing headways on 6 of the 15 bus routes that serve this neighborhood (Metro Routes 76, 78, 79, 256, 378, and 485). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

- **Property Acquisitions and Relocations:** The TSM/TDM Alternative would not result in any partial or full acquisitions in El Sereno. However, the TSM/TDM Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and the displacement of six employees. This parcel (parcel number 18497) is currently leased for privately operated commercial use. For the TSM/TDM Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in El Sereno without creating any physical barriers or divisions in or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of the neighborhood of El Sereno.

6.3.3.5 Glassell Park

Temporary Impacts

- **Temporary Construction Easements:** The TSM/TDM Alternative would not require any TCEs in the neighborhood of Glassell Park.
- **Short-Term Traffic Effects:** There is one area in the neighborhood of Glassell Park where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Eagle Rock Boulevard/York Boulevard (I-2 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the neighborhood of Glassell Park.
- **Access and Transportation Connectivity:** There is one area in the neighborhood of Glassell Park where improvements under the TSM/TDM Alternative would result in permanent changes in access and circulation. This improvement would improve traffic operations and circulation in Glassell Park without permanently modifying access to and from adjacent properties:
 - Eagle Rock Boulevard/York Boulevard (I-2 Improvements)

The TSM/TDM Alternative would not result in any bus service enhancements in Glassell Park. Therefore, under the TSM/TDM Alternative, transit riders using the existing bus routes in the neighborhood of Glassell Park would not experience any noticeable difference in their travel times and experiences.

- **Property Acquisitions and Relocations:** The TSM/TDM Alternative would not result in any partial or full parcel acquisitions in Glassell Park. Therefore, the TSM/TDM Alternative would not require the relocation of any businesses or employees in the neighborhood of Glassell Park.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in Glassell Park without creating any physical barriers or divisions in or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of the neighborhood of Glassell Park.

6.3.3.6 Pasadena

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on approximately three parcels in the City of Pasadena. Sheets 4 and 5 of Figure 6.3-1 show the locations of these TCEs.
- **Short-Term Traffic Effects:** There are two areas in the City of Pasadena where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - SR 110/Fair Oaks Avenue Hook Ramps (T-2 Improvements)
 - St. John Avenue Extension between Del Mar Boulevard and California Avenue (T-3 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the City of Pasadena.
- **Access and Transportation Connectivity:** There are two areas in the City of Pasadena where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. The following improvements would improve traffic operations and circulation in Pasadena without permanently modifying the access to and from adjacent properties:
 - SR 110/Fair Oaks Avenue Hook Ramps (T-2 Improvements)

The following improvements would result in permanent changes in access in Pasadena:

- *St. John Avenue Extension between Del Mar Boulevard and California Avenue (T-3 Improvements)* – This improvement would connect Waverly Drive, Bellevue Drive, and Palmetto Drive, which are currently cul-de-sacs, with the St. John Avenue extension. These improvements would provide a more direct route to California Boulevard for southbound drivers on St. John Avenue and provide secondary access to properties on Waverly Drive, Bellevue Drive, and Palmetto Drive.

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in the City of Pasadena by reducing headways on 12 of the 29 bus routes that serve the City (Metro Routes 79, 180, 181, 256, 260, 266, 267, 485, 487, 489, and 762, and Foothill Transit Route 187). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more

frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide two new Class III bikeways along Orange Grove Boulevard (from Walnut Street to Columbia Street) and California Boulevard (from Grand Avenue to Marengo Avenue) in Pasadena. These new bikeways would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of Pasadena.

- **Property Acquisitions and Relocations:** As shown in Tables 6.3.2 and 6.3.3, the TSM/TDM Alternative would result in 1 full and 15 partial parcel acquisitions in the City of Pasadena. Sheets 4 and 5 of Figure 6.3-1 show the locations of these full and partial parcel acquisitions. Tables 6.3.2 and 6.3.3 also show that the TSM/TDM Alternative would not result in the relocation of any businesses or employees in the City of Pasadena.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of the City of Pasadena.

6.3.3.7 Rosemead

Temporary Impacts

- **Temporary Construction Easements:** The TSM/TDM Alternative would not require any TCEs in the City of Rosemead.
- **Short-Term Traffic Effects:** There is one area in the City of Rosemead where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Rosemead Boulevard from Lower Azusa Road to Marshall Street (L-5 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the City of Rosemead.
- **Access and Transportation Connectivity:** There is one area in the City of Rosemead where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. These improvements would improve traffic operations and circulation in Rosemead without permanently modifying the access to and from adjacent properties:
 - Rosemead Boulevard from Lower Azusa Road to Marshall Street (L-5 Improvements)

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in Rosemead by reducing headways on four of the eight bus routes that serve the City (Metro Routes 70, 76, 266, and 770). Under the TSM/TDM Alternative, transit riders using these bus routes would be likely to experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide a new Class III bikeway along Rosemead Boulevard in the City of Rosemead. This new bikeway would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of Rosemead.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.2, the TSM/TDM Alternative would not require the full acquisition of any parcels in Rosemead. As shown in Table 6.3.3, the TSM/TDM Alternative would result in three partial parcel acquisitions in Rosemead. Sheets 20 and 21 of Figure 6.3-1 show the locations of these partial parcel acquisitions. Tables 6.3.2 and 6.3.3 also show that the TSM/TDM Alternative would not result in the relocation of any businesses or employees in the City of Rosemead.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in Rosemead without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Rosemead.

6.3.3.8 San Gabriel

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on approximately three parcels in the City of San Gabriel. Sheets 17 and 18 of Figure 6.3-1 show the locations of these TCEs.
- **Short-Term Traffic Effects:** There are three areas in the City of San Gabriel where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Del Mar Avenue/Mission Road (I-19 Improvements)
 - San Gabriel Boulevard/Marshall Street (I-22 Improvements)
 - Del Mar Avenue/Valley Boulevard (I-43 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the City of San Gabriel.
- **Access and Transportation Connectivity:** There are three areas in the City of San Gabriel where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. The following improvements would improve traffic operations and circulation in San Gabriel without permanently modifying access to and from adjacent properties:
 - San Gabriel Boulevard/Marshall Street (I-22 Improvements)
 - Del Mar Avenue/Valley Boulevard (I-43 Improvements)

The following improvements would result in permanent changes in access in the City of San Gabriel:

- *Del Mar Avenue/Mission Road (I-19 Improvements)* – This improvement would modify westbound El Monte Street to prohibit left-turn movements to Del Mar Avenue; however,

the traveling public would be still be able to access southbound Del Mar Avenue from El Monte Street via other nearby streets.

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in San Gabriel by reducing headways on four of the six bus routes that serve the City (Metro Routes 78, 378, 487, and 489). Under the TSM/TDM Alternative, transit riders using these bus routes would be likely to experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide a new Class III bikeway along Del Mar Avenue from Huntington Drive to Valley Boulevard in the City of San Gabriel. The new bikeway would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of San Gabriel.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.2, the TSM/TDM Alternative would not require the full acquisition of any parcels in the City of San Gabriel. As shown in Table 6.3.3, the TSM/TDM Alternative would result in three partial parcel acquisitions in the City of San Gabriel. Sheet 17 of Figure 6.3-1 shows the locations of these partial parcel acquisitions. Table 6.3.3 also shows that these acquisitions are not anticipated to result in the relocation of any businesses or employees in the City of San Gabriel.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in San Gabriel without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of San Gabriel.

6.3.3.9 San Marino

Temporary Impacts

- **Temporary Construction Easements:** The TSM/TDM Alternative would not require any TCEs in the City of San Marino.
- **Short-Term Traffic Effects:** There are four areas in the City of San Marino where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)
 - San Gabriel Boulevard/Huntington Drive (I-18 Improvements)
 - Huntington Drive/Oak Knoll Avenue (I-24 Improvements)
 - Huntington Drive/Sierra Madre Boulevard (I-25 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the City of San Marino.

- **Access and Transportation Connectivity:** There are four areas in the City of San Marino where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. The following improvements would improve traffic operations and circulation in San Marino without permanently modifying access to and from adjacent properties:
 - Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)
 - San Gabriel Boulevard/Huntington Drive (I-18 Improvements)
 - Huntington Drive/Oak Knoll Avenue (I-24 Improvements)
 - Huntington Drive/Sierra Madre Boulevard (I-25 Improvements)

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service in San Marino by reducing headways on three of the four bus routes that serve the City of San Marino (Metro Routes 79, 487, and 489). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide two new Class III bikeways along Huntington Drive from Mission Road to Santa Anita Avenue and along Del Mar Avenue from Huntington Drive to Valley Boulevard. These new bikeways would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of San Marino.

- **Property Acquisitions and Relocations:** The TSM/TDM Alternative would not result in any parcel acquisitions in San Marino. Therefore, the TSM/TDM Alternative would not require the relocation of any businesses or employees in the City of San Marino.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in San Marino without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of San Marino.

6.3.3.10 South Pasadena

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.1, the TSM/TDM Alternative would require TCEs on approximately three parcels in the City of South Pasadena. Sheet 12 of Figure 6.3-1 shows the locations of these TCEs.
- **Short-Term Traffic Effects:** There are six areas in the City of South Pasadena where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Fremont Avenue from Huntington Drive to Alhambra Road (L-2a Improvements)
 - Fair Oaks Avenue from Grevelia Street to Monterey Road, Fair Oaks Avenue/Monterey Road (L-8 and I-8 Improvements)
 - Fremont Avenue/Monterey Road (I-9 Improvements)

- Huntington Drive/Fair Oaks Avenue, Fremont Avenue/Huntington Drive (I-10 and I-11 Improvements)
- Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)
- SR 110/Fair Oaks Avenue Hook Ramps (T-2 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the City of South Pasadena.
- **Access and Transportation Connectivity:** There are six areas in the City of South Pasadena where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. The following improvements would improve traffic operations and circulation in South Pasadena without permanently modifying access to and from adjacent properties:
 - Fremont Avenue/Monterey Road (I-9 Improvements)
 - Huntington Drive/Fair Oaks Avenue, Fremont Avenue/Huntington Drive (I-10 and I-11 Improvements)
 - Huntington Drive/Garfield Avenue, Huntington Drive/Atlantic Boulevard, and Atlantic Boulevard/Garfield Avenue (I-13, I-14, I-15 Improvements)

The following improvements would result in permanent changes in access in the City of South Pasadena:

- *Fremont Avenue from Huntington Drive to Alhambra Road (L-2a Improvements)* – This improvement would convert the existing continuous left-turn lane in the median of Fremont Avenue between Oneonta Knoll Street and approximately 150 ft north of the Fremont Avenue/Alhambra Road intersection into a reversible directional lane. Although this improvement would result in the prohibition of left turns into the driveways of properties located along this segment of Fremont Avenue, the traveling public would be still be able to access these properties by making a right turn from Fremont Avenue.

This improvement would modify the intersections of Fremont Avenue/Oneonta Knoll Street, Fremont Avenue/Beech Street, Fremont Avenue/Maple Street, and Fremont Avenue/Elmpark Street to establish right-turn-only access into and out of Oneonta Knoll Street, Beech Street, Maple Street, and Elmpark Street. Although this improvement would limit direct access between Fremont Avenue and the residential neighborhoods along Oneonta Knoll Street, Beech Street, Maple Street, and Elmpark Street, the traveling public would be still be able to make left turns to and from Fremont Avenue via Huntington Drive and Alhambra Road.

- *Fair Oaks Avenue from Grevelia Street to Monterey Road, Fair Oaks Avenue/Monterey Road (L-8 and I-8 Improvements)* – This improvement would convert existing dedicated left-turn lanes and median area along Fair Oaks Avenue between Monterey Road and Grevelia Street into a reversible directional lane and prohibit left-turn lane movements from Fair Oaks Avenue to Oxley Street, El Centro Street, Mission Street, and Hope Street as well as left-turn movements from southbound Fair Oaks Avenue to eastbound Monterey Road. Although this

improvement would result in the prohibition of left turns from Fair Oaks Avenue to Oxley Street, El Centro Street, Mission Street, and Hope Street and into the driveways of properties located along this segment of Fair Oaks Avenue, the traveling public would still be able to access these properties by making a right turn from Fair Oaks Avenue.

- *SR 110/Fair Oaks Avenue Hook Ramps (T-2 Improvements)* – This improvement would modify northbound Fair Oaks Avenue to prohibit left-turn movements from northbound Fair Oaks Avenue to the Fair Oaks Avenue on-ramp to southbound SR 110. A new on-ramp to southbound SR 110 for northbound drivers on Fair Oaks Avenue would be provided on State Street.

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service by reducing headways on four of the six bus routes that serve the City (Metro Routes 79, 260, 485, and 762). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and provide improved connections to other transit services (bus and light rail) along their routes.

The TSM/TDM Alternative would provide a new Class III bikeway along Huntington Drive through the southeast portion of the City of South Pasadena. This new bikeway would enhance connectivity to transit facilities and other bicycle facilities throughout the study area for cyclists traveling through the City of South Pasadena.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.2, the TSM/TDM Alternative would not require the full acquisition of any parcels in the City of South Pasadena. As shown in Table 6.3.3, the TSM/TDM Alternative would result in seven partial parcel acquisitions in the City of South Pasadena. Sheets 7 and 12 of Figure 6.3-1 show the locations of these partial acquisitions. Tables 6.3.2 and 6.3.3 also show that the TSM/TDM Alternative would not result in the relocation of any businesses or employees in the City of South Pasadena.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in South Pasadena without creating any physical barriers or divisions in, or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of South Pasadena.

6.3.3.11 Unincorporated San Gabriel Valley Communities

Temporary Impacts

- **Temporary Construction Easements:** The TSM/TDM Alternative would not require any TCEs in the Unincorporated San Gabriel Valley Communities (i.e., East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual).
- **Short-Term Traffic Effects:** There is one area in the Unincorporated San Gabriel Valley Communities where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation:
 - San Gabriel Boulevard/Huntington Drive (I-18 Improvements)

Permanent Impacts

- **Permanent Easements:** The TSM/TDM Alternative would not require any permanent easements in the Unincorporated San Gabriel Valley Communities.
- **Access and Transportation Connectivity:** There is one area in the Unincorporated San Gabriel Valley Communities where improvements under the TSM/TDM Alternative would result in permanent changes in access or circulation. These improvements would improve traffic operations and circulation in the Unincorporated San Gabriel Valley Communities without permanently modifying access to and from adjacent properties:
 - San Gabriel Boulevard/Huntington Drive (I-18 Improvements)

In addition to the roadway improvements described above, the TSM/TDM Alternative would enhance existing bus service by reducing headways on 8 of the 11 bus routes that serve the Unincorporated San Gabriel Valley Communities (Metro Routes 78, 79, 266, 267, 270, 378, 487, and 489). Under the TSM/TDM Alternative, transit riders using these bus routes would likely experience decreased travel times because buses would run more frequently and improve connections to other transit service along their routes.

The TSM/TDM Alternative would provide two new Class III bikeways along Huntington Drive from Mission Road to Santa Anita Avenue and along Rosemead Boulevard from Colorado Boulevard to Valley Boulevard in the Unincorporated San Gabriel Valley Communities. These new bikeways would enhance connectivity to transit facilities and other designated bikeways throughout the study area for cyclists traveling through the Unincorporated San Gabriel Valley Communities.

- **Property Acquisitions and Relocations:** The TSM/TDM Alternative would not result in any parcel acquisitions in the Unincorporated San Gabriel Valley Communities. Therefore, the TSM/TDM Alternative would not require the relocation of any businesses or employees in the Unincorporated San Gabriel Valley Communities.

Summary

Because the TSM/TDM Alternative would increase mobility and transportation connectivity in the Unincorporated San Gabriel Valley Communities without creating any physical barriers or divisions in or disrupting the social fabric of the communities, it would not adversely affect the community character or cohesion of the Unincorporated San Gabriel Valley Communities.

6.3.4 Bus Rapid Transit Alternative

6.3.4.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the BRT Alternative related to community character and cohesion. The improvements and services included in the BRT Alternative are located in the following cities and communities in the study area:

- Alhambra
- East Los Angeles
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the BRT Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- El Sereno
- Glassell Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

In addition to the impacts described below related to community character and cohesion under the BRT Alternative, that alternative would also result in the impacts related to community character and cohesion under the TSM/TDM Alternative that were described earlier in Section 6.3.3, with the exception of those impacts associated with Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10). The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community character and cohesion are also listed in Section 6.3.3.

Temporary Impacts

Temporary Construction Easements

Construction of the BRT Alternative would require the use of real property on a temporary basis (TCEs) to construct retaining walls and other project features. The locations of the TCEs required under the BRT Alternative are shown on Figure 6.3-2 (which has 17 sheets).

Table 6.3.4 provides information about the TCEs required under the BRT Alternative, including the APNs and street addresses of those parcels where easements would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required for each easement. As shown in Table 6.3.4, the BRT Alternative would require TCEs on approximately 36 parcels in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena.

Short-Term Traffic Effects

Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative. In addition, where widening or improvements are proposed along Atlantic Boulevard, Huntington Drive, and Fair Oaks Avenue in Alhambra, East Los Angeles, Monterey Park, and South Pasadena under the BRT Alternative, temporary lane restrictions

(including lane width reductions, reductions in the number of lanes, and restrictions on the number of lanes during off-peak hours) would be required. Temporary ramp closures are also anticipated at the SR 60 on-ramps to reconstruct a portion of the ramps necessary to widen and accommodate BRT service on Atlantic Boulevard. In general, these improvements are minor, and would not result in major travel delays. However, some travelers may choose alternate routes around the area to avoid construction activity and traffic delays.

Construction activities associated with the improvements under the BRT Alternative would result in minor delays for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions. The BRT Alternative is not anticipated to result in any temporary disruptions in access within the study area. Therefore, the BRT Alternative would not result in any temporary impacts on community cohesion in any of the cities, communities, or neighborhoods in the study area.

Permanent Impacts

Permanent Easements

The BRT Alternative would not require any permanent easements.

Access and Transportation Connectivity

Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the BRT Alternative would enhance existing bus service by reducing headways on 20 of the bus routes that serve the study area and replace the existing Metro Route 762 service in the study area with a limited stop, high-frequency bus service that would travel along a combination of new, dedicated, and existing bus lanes and mixed-flow traffic lanes. Under the BRT Alternative, transit riders using these bus routes would experience decreased travel times because buses would run more frequently and would improve connections to other transit service along their routes. The BRT Alternative would also provide a new bus feeder route between the Atlantic Boulevard Gold Line Station and the Commerce and Montebello Metrolink Stations, which would provide the study area with improved transit connections to the Orange County and Riverside Metrolink lines, and a new bus feeder route between Downtown Pasadena and the El Monte Transit Station via Rosemead Boulevard and Colorado Boulevard, which would provide improved transit connections in the eastern San Gabriel Valley.

Property Acquisitions and Relocations

The BRT Alternative would require the permanent acquisition of property for public ROW. The locations of the partial parcel acquisitions required for the BRT Alternative are shown on Figure 6.3-2 and are discussed in the following sections. The parcels proposed to be acquired for this alternative are occupied or planned for nonresidential uses. No residential uses or residents would be displaced by the BRT Alternative.

Full Acquisitions

The BRT Alternative would not require the full acquisition of any parcels.

Partial Acquisitions

Table 6.3.5 provides information regarding partial parcel acquisitions required under the BRT Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, Table 6.3.5 provides information about the approximate square footage required from each parcel for each acquisition. Generally, partial parcel acquisitions consist of slivers of parcels that would not affect the existing land uses on those parcels. As shown in Table 6.3.5, the BRT Alternative would result in 45 partial parcel acquisitions in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena. None of these partial parcel acquisitions would result in the displacement of businesses or employees.

Conclusion

Because the BRT Alternative would not result in any displacements, it would not affect the character or cohesion of the communities in which the BRT Alternative improvements would be located.

6.3.4.2 Alhambra

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.4, the BRT Alternative would require TCEs on approximately 21 properties in the City of Alhambra. Sheet 7 of Figure 6.3-2 shows the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Alhambra. In addition, where widening or improvements are proposed along Atlantic Boulevard in the City of Alhambra under the BRT Alternative, temporary lane restrictions would be required.

Permanent Impacts

- **Permanent Easements:** The BRT Alternative would not require any permanent easements in the City of Alhambra.
- **Access and Transportation Connectivity:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Alhambra. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the BRT Alternative would enhance existing bus service in Alhambra by reducing headways on 7 of the 15 bus routes that serve the City (Metro Routes 76, 78, 258, 260, 378, 485, and 770). The BRT Alternative would also replace the existing Metro Route 762 service along Atlantic Boulevard in Alhambra with a limited stop, high-frequency bus service that would decrease travel times for transit riders in the City.
- **Property Acquisitions and Relocations:** The BRT Alternative would not require the full acquisition of any parcels in the City of Alhambra. As shown in Table 6.3.5, the BRT Alternative would result in 13 partial parcel acquisitions in the City of Alhambra. Sheets 7 and 8 of Figure 6.3-2 show the locations of these partial parcel acquisitions. Table 6.3.5 also shows that the BRT

Alternative would not result in the relocation of any businesses or employees in the City of Alhambra.

Summary

Because the BRT Alternative would increase mobility and transportation connectivity in Alhambra without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Alhambra.

6.3.4.3 East Los Angeles

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.4, the BRT Alternative would require a TCE on approximately one parcel in the unincorporated community of East Los Angeles. Sheet 2 of Figure 6.3-2 shows the location of this TCE.
- **Short-Term Traffic Effects:** Where widening or improvements are proposed along Atlantic Boulevard in the unincorporated community of East Los Angeles under the BRT Alternative, temporary lane restrictions would be required.

Permanent Impacts

- **Permanent Easements:** The BRT Alternative would not require any permanent easements in the unincorporated community of East Los Angeles.
- **Access and Transportation Connectivity:** The BRT Alternative would enhance existing bus service in the unincorporated community of East Los Angeles by reducing headways on 6 of the 20 bus routes that serve the community (Metro Routes 70, 256, 258, 260, and 770, and the East Los Angeles Shuttle [El Sol] City Terrace/East Los Angeles College [ELAC] Route). The BRT Alternative would also replace the existing Metro Route 762 service along Atlantic Boulevard in East Los Angeles with a limited stop, high-frequency bus service that would decrease travel times for transit riders in the community. In addition, the BRT Alternative would provide a new bus feeder route between the Atlantic Boulevard Gold Line Station and the Commerce and Montebello Metrolink Stations, which would provide East Los Angeles with improved transit connections to the Orange County and Riverside Metrolink lines.
- **Property Acquisitions and Relocations:** The BRT Alternative would not require the full acquisition of any parcels in the unincorporated community of East Los Angeles. As shown in Table 6.3.5, the BRT Alternative would result in two partial parcel acquisitions in East Los Angeles. Sheet 2 of Figure 6.3-2 shows the locations of these partial acquisitions. Table 6.3.5 also shows that the BRT Alternative would not result in the relocation of any businesses or employees in East Los Angeles.

Summary

Because the BRT Alternative would increase mobility and transportation connectivity in the unincorporated community of East Los Angeles without creating any physical barriers or divisions in or disrupting the social fabric of the community, it would not adversely affect the community character or cohesion of East Los Angeles.

6.3.4.4 Monterey Park

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.4, the BRT Alternative would require TCEs on approximately six parcels in the City of Monterey Park. Sheets 5 and 6 of Figure 6.3-2 show the locations of these TCEs.
- **Short-Term Traffic Effects:** Where widening or improvements are proposed along Atlantic Boulevard in the City of Monterey Park under the BRT Alternative, temporary lane restrictions would be required. In addition, temporary ramp closures are anticipated at the SR 60 on-ramps to reconstruct a portion of the ramps necessary to widen and accommodate the BRT service provided on Atlantic Boulevard under the BRT Alternative.

Permanent Impacts

- **Permanent Easements:** The BRT Alternative would not require any permanent easements in the City of Monterey Park.
- **Access and Transportation Connectivity:** The BRT Alternative would enhance existing bus service in the City of Monterey Park by reducing headways on 4 of the 17 bus routes that serve the City (Metro Routes 70, 258, 260, and 770, and the El Sol City Terrace/ELAC Route). The BRT Alternative would also replace the existing Metro Route 762 service along Atlantic Boulevard in Monterey Park with a limited stop, high-frequency bus service that would decrease travel times for transit riders in the City. The BRT Alternative would also provide a new bus feeder route between the Atlantic Boulevard Gold Line Station in East Los Angeles and the Commerce and Montebello Metrolink Stations, which would provide the City of Monterey Park with improved transit connections to the Orange County and Riverside Metrolink lines.
- **Property Acquisitions and Relocations:** The BRT Alternative would not require the full acquisition of any parcels in the City of Monterey Park. As shown in Table 6.3.5, the BRT Alternative would result in five partial parcel acquisitions in the City of Monterey Park. Sheets 5 and 6 of Figure 6.3-2 show the locations of these partial parcel acquisitions. Table 6.3.5 also shows that the BRT Alternative would not result in the relocation of any businesses or employees in the City of Monterey Park.

Summary

Because the BRT Alternative would increase mobility and transportation connectivity in Monterey Park without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Monterey Park.

6.3.4.5 Pasadena

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.4, the BRT Alternative would require TCEs on approximately two parcels in the City of Pasadena. Sheet 14 of Figure 6.3-2 shows the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Pasadena.

Where widening or improvements are proposed along Fair Oaks Avenue in Pasadena under the BRT Alternative, temporary lane restrictions would be required.

Permanent Impacts

- **Permanent Easements:** The BRT Alternative would not require any permanent easements in the City of Pasadena.
- **Access and Transportation Connectivity:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Pasadena. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the BRT Alternative would enhance existing bus service in Pasadena by reducing headways on 11 of the 29 bus routes that serve the City (Metro Routes 79, 180, 181, 256, 260, 266, 267, 485, 487, and 489, and Foothill Transit Route 187). The BRT Alternative would also replace the existing Metro Route 762 service along Fair Oaks Avenue in Pasadena with a limited stop, high-frequency bus service, which would decrease travel times for transit riders in the City. The BRT Alternative would also provide a new bus feeder route between Downtown Pasadena and the El Monte Transit Station via Rosemead Boulevard and Colorado Boulevard, which would provide the City of Pasadena with improved transit connections to the eastern San Gabriel Valley.
- **Property Acquisitions and Relocations:** The BRT Alternative would not require the full acquisition of any parcels in Pasadena. As shown in Table 6.3.5, the BRT Alternative would result in two partial parcel acquisitions in the City of Pasadena. Sheets 13 and 14 of Figure 6.3-2 show the locations of these partial parcel acquisitions. Table 6.3.5 also shows that the BRT Alternative would not result in the relocation of any businesses or employees in the City of Pasadena.

Summary

Because the BRT Alternative would increase mobility and transportation connectivity in Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Pasadena.

6.3.4.6 South Pasadena

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.4, the BRT Alternative would require TCEs on approximately six parcels in the City of South Pasadena. Sheets 9 and 12 of Figure 6.3-2 show the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in South Pasadena. In addition, where widening or improvements are proposed along Fair Oaks Avenue and Huntington Drive in South Pasadena under the BRT Alternative, temporary lane restrictions would be required.

Permanent Impacts

- **Permanent Easements:** The BRT Alternative would not require any permanent easements in the City of South Pasadena.
- **Access and Transportation Connectivity:** Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in South Pasadena. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the BRT Alternative would enhance existing bus service in the City of South Pasadena by reducing headways on three of the six bus routes that serve the City (Metro Routes 79, 260, and 485). The BRT Alternative would also replace the existing Metro Route 762 service along Fair Oaks Avenue and Huntington Drive in South Pasadena with a limited stop, high-frequency bus service, which would decrease travel times for transit riders in the City.
- **Property Acquisitions and Relocations:** The BRT Alternative would not require the full acquisition of any parcels in the City of South Pasadena. As shown in Table 6.3.5, the BRT Alternative would result in 23 partial parcel acquisitions in South Pasadena. Sheets 9, 11, and 12 of Figure 6.3-2 show the locations of these partial acquisitions. Table 6.3.5 also shows that the BRT Alternative would not result in the relocation of any businesses or employees in the City of South Pasadena.

Summary

Because the BRT Alternative would increase mobility and transportation connectivity in South Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of South Pasadena.

6.3.5 Light Rail Transit Alternative

6.3.5.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the LRT Alternative related to community character and cohesion. The improvements and services included in the LRT Alternative are located in the following cities, communities, and neighborhoods in the study area:

- Alhambra
- El Sereno
- East Los Angeles
- Irwindale
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the LRT Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre

- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-5 (provided earlier in Chapter 2, Project Description), the light rail line provided in the LRT Alternative includes the following features:

- **Tunnel Segment:** This segment extends from the northern terminus at the Fillmore Station in Pasadena to south of Valley Boulevard in Alhambra. The only surface features along this segment of the light rail line would be four stations in Pasadena, South Pasadena, and Alhambra.
- **Cut-and-Cover Tunnel Segment:** This segment extends a short distance south from Valley Boulevard in Alhambra/El Sereno. This segment of the light rail line would be constructed using a cut-and-cover construction method to accommodate the transition from the underground segment to the north and the elevated segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal at Valley Boulevard.
- **Elevated Section:** This segment extends from south of Valley Boulevard in Alhambra to the southern terminus at 3rd Street in East Los Angeles. In addition to the elevated tracks on this segment, the segment includes three stations in El Sereno, Monterey Park, and East Los Angeles.

The analysis of the potential effects of the LRT Alternative provided in this section related to community character and cohesion focuses on the features of the LRT Alternative that would be at-grade or elevated because those features could potentially result in impacts related to community character and cohesion. As a result, this analysis focuses on the elevated segment of the light rail line and the seven stations along the light rail line.

In addition to the impacts described below related to community character and cohesion under the LRT Alternative, it would also result in the impacts related to community character and cohesion that would occur under the TSM/TDM Alternative as described earlier in Section 6.3.3. The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community character and cohesion are also listed in Section 6.3.3, with the exception of those impacts associated with Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road).

Temporary Impacts

Temporary Construction Easements

Construction of the LRT Alternative would require TCEs to construct retaining walls and other project features. The locations of the TCEs and permanent easements required under the LRT Alternative are shown on Figure 6.3-3 (which has nine sheets). The permanent easements are described below in the permanent impacts section.

Table 6.3.6 provides information about the temporary and permanent easements required under the LRT Alternative, including the APNs and street addresses of those parcels where

easements would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required for each easement. As shown in Table 6.3.6, the LRT Alternative would require TCEs on approximately 13 parcels in Alhambra, El Sereno, and Monterey Park.

Short-Term Traffic Effects

Construction of the LRT Alternative would result in a number of short-term traffic effects on roadways. Although none of the road closures are anticipated to require signed detour routes, the weekend full roadway closures would require public and driver notification to use alternative routes.

Where the elevated alignment of the LRT would cross SR 60, I-710, or other roadways, overnight closures would be required to accommodate the placement of concrete barriers adjacent to the median and the construction of falsework. Other than these overnight closures, the roadways below the aerial alignment would remain open during construction of the LRT Alternative. The falsework will be designed so there are no vertical clearance issues for vehicles traveling under the falsework.

There are nine areas in Alhambra, East Los Angeles, El Sereno, Monterey Park, Pasadena, and South Pasadena where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:

- Mednik Avenue from First Street to Floral Drive in East Los Angeles
 - Mednik Avenue would be reduced to one lane in each direction for construction of the median and the columns supporting the LRT alignment.
- Floral Station area in East Los Angeles and Monterey Park
 - Floral Drive between Dangler Avenue and Mednik Avenue would be subject to temporary lane restrictions to accommodate the station construction.
- Elevated LRT Alignment in I-710 ROW in El Sereno and Monterey Park
 - The outside southbound lane of I-710 would be subject to occasional short-term closures to bring equipment/material on site.
- Cal State LA Station area in El Sereno
 - Circle Drive would be the access route for construction equipment/materials and may be blocked occasionally as equipment is transported to and from the station area.
- Valley Boulevard in El Sereno and Alhambra
 - The eastbound lanes of Valley Boulevard would be temporarily shifted to the south to accommodate the construction of columns in the inside eastbound lane that would support falsework for the deck of the LRT bridge to the maintenance yard.
- All underground stations (i.e., four locations in Alhambra, Pasadena, and South Pasadena)
 - Utility relocations would require daytime closures of one lane and possibly adjacent sidewalks.

- Drilling of piles to support the temporary roadway deck above the underground station box excavation sites would require daytime closures of one lane and possibly adjacent sidewalks. Cross streets may also be impacted (e.g., Mission Street at Fair Oaks Avenue, California Boulevard at Raymond Avenue, and the southbound right-turn lane from Fair Oaks Avenue to Huntington Drive).
- Installation and removal of the temporary roadway deck above the underground station box excavation sites would require weekend full road closures. Cross streets (e.g., Mission Street at Fair Oaks Avenue, California Boulevard at Raymond Avenue) may also be impacted as well as the southbound right-turn lane from Fair Oaks Avenue to Huntington Drive.

Construction of the tunnel segments (i.e., bored and cut-and-cover) and the underground station boxes for the LRT Alternative would generate excess excavated soil and rock materials that cannot be reused within the project limits. That material is proposed to be disposed of at two former rock quarries (the Manning and Olive Pits) in the City of Irwindale. The Manning Pit, which is located southwest of Vincent Avenue and Arrow Highway, has the capacity to accept 5 million cubic yards of those types of materials. The Manning Pit is accessible from Vincent Avenue.

The Olive Pit, which is located southwest of Olive Street and Azusa Canyon Road, has the capacity to accept 50 million cubic yards of soil and other material from the LRT Alternative construction. The Olive Pit is accessible from Olive Street and Azusa Canyon Road. In addition, a local rail spur along 4th Street to the east of the pit provides access to the pit.

The following preliminary haul routes have been identified for this analysis. These preliminary haul routes would be refined prior to construction in conjunction with the preparation of the TMP. It is anticipated that the materials excavated from the bored and cut-and-cover tunnel segments in the LRT Alternative would be transported to the disposal site via rail; however, it is possible that some or all of the excavated material would be transported via truck. The materials excavated from the station boxes would be transported by truck. These haul routes would be used during construction of the tunnel and stations for the LRT Alternative:

- **Tunnel Portal Haul Routes:** The excavated soil associated with tunnel construction activities at the tunnel portal would be transported by either rail or truck. Rail haul trips would be transported to the Olive Pit along an existing rail line just north of Valley Boulevard. Trains used for rail haul trips would return to the tunnel portal using the same route.

Truck haul trips from the tunnel portal would travel under Valley Boulevard, south on I-710, east on I-10, north on Interstate 605 (I-605), and exit at Live Oak Avenue. The haul truck traffic would follow Live Oak Avenue east to Arrow Highway. Trucks bound for the Olive Pit would proceed south on Azusa Canyon Road and trucks bound for the Manning Pit would proceed south on Vincent Avenue. Empty trucks would return to the tunnel portal area using the same route. These haul trips would travel along arterial streets in the City of Irwindale.

- **Huntington and Alhambra Station Haul Routes:** Truck haul trips from the Huntington and Alhambra Station sites would proceed south on Fremont Avenue, east on I-10, north on I-605, and exit at Live Oak Avenue. After exiting I-605, haul truck traffic from the Huntington

and Alhambra Station sites would follow the same route to the Manning and Olive Pits as haul trips from the tunnel portal. After disposing of their loads in Irwindale, trucks would return to the Huntington and Alhambra Station sites using the same route. These haul trips would travel along arterial streets in the Cities of Alhambra, Irwindale, and South Pasadena.

- **South Pasadena and Fillmore Station Haul Routes:** Truck haul trips from the construction sites for the South Pasadena and Fillmore Stations would travel north on Fair Oaks Avenue, west on California Boulevard, north on Pasadena Avenue, north on I-710, east on I-210, south on I-605, and exit at Arrow Highway. The haul truck traffic from the South Pasadena and Fillmore Stations would follow the same routes to the Manning and Olive Pits as haul trips from the tunnel portal described earlier. Empty trucks would return to the station construction areas using nearly the same surface streets and freeways as the trucks traveling to the pits from the station areas; however, trucks returning from the disposal sites would exit I-710 at Del Mar Avenue and proceed east to Fair Oaks Avenue instead of traveling along California Boulevard. These haul trips would travel along arterial streets in the Cities of Irwindale, Pasadena, and South Pasadena.

Because none of the minor detours, delays, and or rail/truck haul trips would result in temporary disruptions to local pedestrian and vehicular traffic, the construction of the LRT Alternative is not anticipated to result in any temporary disruptions to access in the study area. Therefore, the LRT Alternative would not result in any temporary impacts on community cohesion in the cities, communities, and neighborhoods in the study area.

Permanent Impacts

Permanent Easements

As described in Table 6.3.6 and shown on Figure 6.3-3, the LRT Alternative would require permanent tunnel easements beneath approximately 183 parcels in Alhambra, El Sereno, Pasadena, and South Pasadena. Tunnel easements are required to accommodate tunnel structures beneath a property. The LRT Alternative would also require permanent aerial easements above 12 parcels in East Los Angeles and Monterey Park and permanent subsurface easements beneath 1 parcel in Alhambra. Aerial easements are required to accommodate elevated structures or overhead utility lines above a property. Subsurface easements are required to accommodate underground utility lines or other underground structures not directly related to tunnels beneath a property.

Access and Transportation Connectivity

Because the LRT Alternative would include the roadway improvements, bus service enhancements, and new bikeways included as part of the TSM/TDM Alternative, the LRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative.

Under the LRT Alternative, high-frequency light rail service would be established along a direct route between East Los Angeles and Pasadena, which would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley. Transit riders, particularly those who live or work near one of the LRT stations, would likely experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide two new bus feeder routes in the

study area. The new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations would provide the study area with improved transit connections to the Orange County and Riverside Metrolink lines. The new bus feeder route between the Fillmore Station and the El Monte Bus Station via Rosemead Boulevard and Colorado Boulevard would provide the study area with improved transit connections to the eastern San Gabriel Valley.

Property Acquisitions and Relocations

The LRT Alternative would require the permanent acquisition of property for public ROW. The locations of the full and partial parcel acquisitions required under the LRT Alternative are shown on Figure 6.3-3 and are discussed in the following sections. The parcels proposed to be acquired for this alternative are occupied or planned for nonresidential uses. No residential uses and no residents would be displaced by the LRT Alternative.

Full Acquisitions

Table 6.3.7 provides information regarding full parcel acquisitions required under the LRT Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Table 6.3.7 also provides information about the number of residents, businesses and employees that could be potentially displaced by each full parcel acquisition required under the LRT Alternative.

As shown in Table 6.3.7, the LRT Alternative would result in 58 full parcel acquisitions in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena. Table 6.3.7 also shows that these full acquisitions would require the relocation of 73 businesses, resulting in the displacement of 645 employees. In addition, the LRT Alternative would result in the relocation of 1 business from a Caltrans-owned parcel in El Sereno and the displacement of 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the LRT Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Partial Acquisitions

Table 6.3.8 provides information regarding partial parcel acquisitions required under the LRT Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Generally, partial parcel acquisitions consist of slivers of parcels that would not affect the existing land uses on those parcels. As shown in Table 6.3.8, the LRT Alternative would result in 11 partial parcel acquisitions in Alhambra, East Los Angeles, El Sereno, Monterey Park, Pasadena, and South Pasadena. None of these parcel acquisitions would require the displacement of businesses or employees.

Conclusion

Because the LRT Alternative would result in a minimal number of non-residential displacements, it would not affect the character or cohesion of most of the communities in which the LRT Alternative improvements would be located (i.e., Alhambra, El Sereno, Irwindale, Monterey Park, Pasadena, and South Pasadena). Further, as described in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate these displaced businesses. All businesses displaced by the LRT Alternative would receive relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act); however, some may not be relocated near their current locations.

Due to the nonessential nature of the services (i.e., embroidery, marketing, publishing, realty, and financial investment services) provided by the 20 businesses that would be displaced from Monterey Park under the LRT Alternative, local residents do not appear to rely on their services for their essential needs. Therefore, their displacement would not disrupt the social fabric of the City of Monterey Park.

Although local residents appear to rely on the goods and services provided by the 28 businesses that would be displaced from the South Pasadena and Huntington Station sites under the LRT Alternative on a day-to-day basis, many businesses in the vicinity of the South Pasadena and Huntington Station sites offer the same types of goods and services as those businesses that would be displaced under the LRT Alternative. Therefore, local residents would still be able to receive goods and services similar to those currently provided by the businesses that would be displaced. Further, based on the relatively low percentage of transit-dependent residents in the areas surrounding the South Pasadena and Huntington Station sites, most local residents would be able to drive to the new locations of those businesses that would be displaced from these station sites, if so desired. Therefore, the business displacements associated with the LRT Alternative would not disrupt the social fabric of the City of South Pasadena.

Within the unincorporated community of East Los Angeles, the LRT Alternative would result in the displacement of 15 adjacent neighborhood-oriented businesses along Mednik Avenue just south of SR 60, which would disrupt the social fabric of the community in this area. Although these businesses would receive relocation assistance under the Uniform Act, and based on the currently available properties for relocation included in Appendix C of the *Draft Relocation Impact Report* (Epic 2014), these businesses are not likely to be relocated in the immediate vicinity of their current location. Due to the types of services these businesses offer (laundromat, drinking water, credit union, and restaurants), their location near the East Los Angeles Civic Center, and the high percentage of transit-dependent residents in the area, local residents are likely to rely on the services provided by these businesses on a day-to-day basis. Therefore, their displacement would adversely affect the community character and cohesion of East Los Angeles.

6.3.5.2 Alhambra

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.6, the LRT Alternative would require a TCE on approximately one parcel in the City of Alhambra. Sheet 5 of Figure 6.3-3 shows the location of this TCE.

- **Short-Term Traffic Effects:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Alhambra. In addition, there are two areas in Alhambra where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:
 - Valley Boulevard
 - The eastbound lanes of Valley Boulevard would be temporarily shifted to the south to accommodate the construction of columns in the inside eastbound lane that would support falsework for the deck of the LRT bridge to the maintenance yard.
 - Alhambra Station area
 - Utility relocations would require daytime closures of one lane and possibly adjacent sidewalks.
 - Drilling of piles to support the temporary roadway deck on Fremont Avenue above the Alhambra Station box excavation site would require daytime closures of one lane and possibly adjacent sidewalks.
 - Installation and removal of the temporary roadway deck on Fremont Avenue above the Alhambra Station box would require full road closures on weekends.

Should the excavated soil from the tunnel segment be transported from the tunnel portal area to a disposal pit by rail, haul trips would follow an existing rail line just north of Valley Boulevard to the Olive Pit. Empty trains would return to the tunnel portal area using the same rail line. Because all the railroad crossings along the rail haul route in the City of Alhambra are grade separated, the additional trains associated with project-related rail haul trips would not result in any temporary disruptions to local pedestrian and vehicular traffic at crossings of that rail line in the City of Alhambra.

The LRT Alternative includes construction of a new bridge on Valley Boulevard over I-710 at the same location as the existing Valley Boulevard roadway. Should the excavated material from the tunnel segment be transported from the tunnel portal area to a disposal pit by truck, haul trips traveling to and from the tunnel portal would pass beneath the new Valley Boulevard bridge on their way to and from I-710. Because cut-and-cover tunnel construction and tunnel boring activities (and related haul trips) would not begin until the new Valley Boulevard bridge is complete, truck haul trips would be able to travel under Valley Boulevard and enter/exit I-710 and the regional freeway system without temporary disruptions of local pedestrian and vehicular traffic in Alhambra.

Material excavated during construction of the Huntington and Alhambra Stations would be transported by truck from those construction areas south on Fremont Avenue through Alhambra to I-10. The returning empty trucks would also use I-10 and Fremont Avenue to return to those station construction areas.

The LRT Alternative is not anticipated to result in any temporary disruptions to access in the City of Alhambra. Therefore, the LRT Alternative would not result in any temporary impacts on community character and cohesion in the City of Alhambra.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require permanent tunnel easements beneath approximately 127 parcels in Alhambra and a permanent subsurface easement beneath 1 parcel in Alhambra. Sheets 4, 5, and 6 of Figure 6.3-3 show the locations of these permanent easements.
- **Access and Transportation Connectivity:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in Alhambra. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the LRT Alternative would establish high-frequency LRT service along a direct route between East Los Angeles and Pasadena that would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley, including Alhambra. Because one of the LRT stations would be located in the City of Alhambra (i.e., Alhambra Station), its transit riders, particularly those who live or work near this station, would likely experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations, which would provide Alhambra with improved transit connections to the Orange County and Riverside Metrolink lines.
- **Property Acquisitions and Relocations:** As shown in Tables 6.3.7 and 6.3.8, the LRT Alternative would result in one full and one partial parcel acquisition in the City of Alhambra. Sheets 4 and 5 of Figure 6.3-3 show the locations of these full and partial parcel acquisitions. Tables 6.3.7 and 6.3.8 also show that the LRT Alternative would result in the relocation of one business in the City of Alhambra and the displacement of 30 employees.

Summary

Because the LRT Alternative would increase mobility and transportation connectivity in Alhambra without creating any physical barriers or divisions in, or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Alhambra.

6.3.5.3 East Los Angeles

Temporary Impacts

- **Temporary Construction Easements:** The LRT Alternative would not require any TCEs in the unincorporated community of East Los Angeles.
- **Short-Term Traffic Effects:** There are two areas in the unincorporated community of East Los Angeles where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:
 - Mednik Avenue from First Street to Floral Drive
 - Mednik Avenue would be reduced to one lane in each direction for construction of the median and the columns supporting the LRT alignment.

- Floral Station area
 - Floral Drive between Dangler Avenue and Mednik Avenue would be subject to temporary lane restrictions to accommodate the station construction.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require a permanent aerial easement above one parcel in the unincorporated community of East Los Angeles. Sheet 1 of Figure 6.3-3 shows the location of this permanent easement.
- **Access and Transportation Connectivity:** Under the LRT Alternative, high-frequency LRT service would be established along a direct route between East Los Angeles and Pasadena that would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley, including East Los Angeles. Because two of the LRT stations would be located in East Los Angeles (i.e., the Mednik and Floral Stations), its transit riders, particularly those who live or work near these stations, would be likely to experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations, which would provide the unincorporated community of East Los Angeles with improved transit connections to the Orange County and Riverside Metrolink lines.

Under the LRT Alternative, Mednik Avenue would be permanently reduced to one lane in each direction between First Street and Floral Drive in order to accommodate the columns supporting the aerial improvements of the LRT alignment in the median of the street. A raised median would be constructed in the center of Mednik Avenue along this segment. The proposed raised median would modify the intersections of Mednik Avenue/Dozier Street and Mednik Avenue/Fisher Street to establish right-turn only access into and out of Dozier Street and Fisher Street. Although this improvement would limit direct access between Mednik Avenue and the residential neighborhoods along Dozier Street and Fisher Street, the traveling public would still be able to make left turns to and from Mednik Avenue via Hammel Street and Cesar Chavez Avenue.

The LRT Alternative would also provide a new Class II (on-street, striped) bikeway in both directions on Mednik Avenue between First Street and Floral Drive. This new bikeway would enhance connectivity to transit facilities and other designated bikeways throughout the study area for cyclists traveling through the unincorporated community of East Los Angeles.

- **Property Acquisitions and Relocations:** As shown in Tables 6.3.7 and 6.3.8, the LRT Alternative would result in approximately 16 full and approximately 3 partial parcel acquisitions in East Los Angeles. Sheet 1 of Figure 6.3-3 shows the locations of these full and partial parcel acquisitions. Tables 6.3.7 and 6.3.8 also show that the LRT Alternative would result in the relocation of approximately 15 businesses in the unincorporated community of East Los Angeles and the displacement of approximately 155 employees.

Summary

The LRT Alternative would increase mobility and transportation connectivity in the unincorporated community of East Los Angeles without creating any physical barriers or divisions in the community; however, the displacement of approximately 15 adjacent neighborhood-oriented businesses along

Mednik Avenue would disrupt the social fabric of the community. Although these businesses would receive relocation assistance under the Uniform Act, and based on the currently available properties for relocation included in Appendix C of the *Draft Relocation Impact Report* (Epic 2014), these businesses are not likely to be relocated in the immediate vicinity of their current location. Due to the types of services these businesses offer (laundromat, drinking water, credit union, and restaurants), their location near the East Los Angeles Civic Center, and the high percentage of transit-dependent residents in the area, local residents are likely to rely on the services provided by these businesses on a day-to-day basis. Therefore, their displacement would adversely affect the community character and cohesion of the unincorporated community of East Los Angeles.

6.3.5.4 El Sereno

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.6, the LRT Alternative would require a TCE on approximately one parcel in the neighborhood of El Sereno. Sheet 3 of Figure 6.3-3 shows the location of this TCE.
- **Short-Term Traffic Effects:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition, there are three areas in El Sereno where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:
 - Elevated LRT Alignment in I-710 ROW
 - The outside southbound lane of I-710 would be subject to occasional short-term closures to bring equipment/material on site.
 - Cal State LA Station area
 - Circle Drive would be the access route for construction equipment/materials and may be blocked occasionally as equipment is transported to and from the station area.
 - Valley Boulevard
 - The eastbound lanes of Valley Boulevard would be temporarily shifted to the south to accommodate the construction of columns in the inside eastbound lane that would support falsework for the deck of the LRT bridge to the maintenance yard.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require permanent tunnel easements beneath approximately six parcels in the neighborhood of El Sereno. Sheet 4 of Figure 6.3-3 shows the locations of these permanent easements.
- **Access and Transportation Connectivity:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition to the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would establish high-frequency LRT service along a direct route between East Los Angeles and Pasadena that would benefit transit riders in

northeast Los Angeles and the western San Gabriel Valley, including El Sereno. Because one of the LRT stations would be located in El Sereno (i.e., Cal State LA Station), its transit riders, particularly those who live or work near this station, would likely experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations, which would provide El Sereno with improved transit connections to the Orange County and Riverside Metrolink lines.

- **Property Acquisitions and Relocations:** The LRT Alternative would not require the full acquisition of any parcels in the neighborhood of El Sereno. As shown in Table 6.3.8, the LRT Alternative would result in one partial parcel acquisition in El Sereno. Sheet 3 of Figure 6.3-3 shows the location of this partial parcel acquisition. Tables 6.3.7 and 6.3.8 show that the LRT Alternative would not result in the relocation of any businesses or employees in El Sereno as a result of that acquisition. The LRT Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and the displacement of 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the LRT Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Summary

Because the LRT Alternative would increase mobility and transportation connectivity in El Sereno without creating any physical barriers or divisions in, or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of the neighborhood of El Sereno.

6.3.5.5 Irwindale

Temporary Impacts

- **Temporary Construction Easements:** The LRT Alternative would not require any TCEs in the City of Irwindale.
- **Short-Term Traffic Effects:** Although no improvements would be constructed in the City of Irwindale under the LRT Alternative, two closed gravel pits in the City have been identified as potential receiving sites for the spoils generated by tunnel boring activities associated with the LRT Alternative. These pits are the Manning Pit (generally bound by Arrow Highway on the north, Vincent Avenue on the east, a different gravel pit on the south, and Allen Drive on the west) and the Olive Pit (generally bound by Olive Street on the north, Azusa Canyon Road on the east, Los Angeles Street on the south, and Phelan Avenue on the west).

Should the excavated soil from the tunnel segment be transported from the tunnel portal area to a disposal pit by rail, haul trips would follow an existing rail line north of Valley Boulevard in Alhambra/El Sereno to a local rail spur along 4th Street, east of the Olive Pit. Empty trains would return to the tunnel portal area using the same rail line. Although the additional trains associated with project-related rail haul trips would result in minor delays at at-grade railroad crossings in Irwindale, such trips would be routed along an existing rail line that is currently used by passenger and freight trains throughout the day. Therefore, the traveling public is not likely

to experience any appreciable difference in the number of train-related delays as a result of the project.

Should the excavated soil from the tunnel segment be transported from the tunnel portal area to a disposal pit by truck, haul trips arriving from the tunnel portal area would exit I-605 at either Live Oak Avenue or Arrow Highway in Irwindale and proceed east toward the Manning and Olive Pits. Trucks bound for the Olive Pit would proceed south on Azusa Canyon Road, while trucks bound for the Manning Pit would proceed south on Vincent Avenue. After disposing of their loads, trucks returning to the tunnel portal area would follow the same route through Irwindale along Arrow Highway to Live Oak Avenue before proceeding south on I-605.

The haul truck traffic from the station sites would follow the same routes to the Manning and Olive Pits as haul trips from the tunnel portal area described above. Empty trucks would return to the station construction areas using the same surface streets and freeways as the trucks traveling to the pits from the station areas.

Although the truck haul trips associated with the project would add trucks to Live Oak Avenue, Arrow Highway, Azusa Canyon Road, and a short segment of Vincent Avenue (potentially resulting in minor traffic delays), such trips would be routed along designated truck routes that are already used by other local and regional truck traffic. Therefore, the traveling public is not likely to experience any appreciable difference in traffic delays as a result of the project.

The LRT Alternative is not anticipated to result in any temporary disruptions to access in the City of Irwindale. Therefore, the LRT Alternative would not result in any temporary impacts on community character and cohesion in the City of Irwindale.

Permanent Impacts

- **Permanent Easements:** The LRT Alternative would not require any permanent easements in the City of Irwindale.
- **Access and Transportation Connectivity:** The LRT Alternative would not provide any transportation improvements in Irwindale; therefore, the LRT Alternative would not result in any permanent effects on access and transportation in the City of Irwindale.
- **Property Acquisitions and Relocations:** The LRT Alternative would not result in any full or partial parcel acquisitions in Irwindale; therefore, the LRT Alternative would not require the relocation of any businesses or employees in the City of Irwindale.

Summary

Because the LRT Alternative would not create any physical barriers or divisions in, or disrupt the social fabric of Irwindale, it would not adversely affect the community character or cohesion of the City.

6.3.5.6 Monterey Park

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.6, the LRT Alternative would require TCEs on approximately 11 parcels in the City of Monterey Park. Sheets 1, 2, and 3 of Figure 6.3-3 show the locations of these TCEs.

- **Short-Term Traffic Effects:** There are two areas in Monterey Park where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:
 - Floral Station area
 - Floral Drive between Dangler Avenue and Mednik Avenue would be subject to temporary lane restrictions to accommodate the station’s construction.
 - Elevated LRT Alignment in I-710 ROW
 - The outside southbound lane of I-710 would be subject to occasional short-term closures to bring equipment/material on site.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require permanent aerial easement above 11 parcels in the City of Monterey Park. Sheets 1, 2, and 3 of Figure 6.3-3 show the locations of these permanent aerial easements.
- **Access and Transportation Connectivity:** Under the LRT Alternative, high-frequency LRT service would be established along a direct route between East Los Angeles and Pasadena, which would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley, including Monterey Park. Because one of the LRT stations would be located in the City of Monterey Park (i.e., Floral Station), its transit riders, particularly those who live or work near this station, would likely experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations that would provide the City of Monterey Park with improved transit connections to the Orange County and Riverside Metrolink lines.
- **Property Acquisitions and Relocations:** As shown in Tables 6.3.7 and 6.3.8, the LRT Alternative would result in 20 full and 4 partial parcel acquisitions in the City of Monterey Park. Sheets 1, 2, and 3 of Figure 6.3-3 show the locations of these full and partial parcel acquisitions. Tables 6.3.7 and 6.3.8 also show that the LRT Alternative would result in the relocation of 20 businesses in the City of Monterey Park and the displacement of 50 employees. Although these businesses would receive relocation assistance under the Uniform Act, they are not likely to be relocated in the immediate vicinity of their current location. Due to the types of services these businesses offer (i.e., embroidery, marketing, publishing, realty, and financial investment services) and their location away from any major activity nodes, it is reasonable to conclude that local residents do not rely on the services provided by these businesses on a day-to-day basis. Therefore, their displacement would not adversely affect the community character and cohesion of the City of Monterey Park.

Summary

Because the LRT Alternative would increase mobility and transportation connectivity in Monterey Park without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Monterey Park.

6.3.5.7 Pasadena

Temporary Impacts

- **Temporary Construction Easements:** The LRT Alternative would not require any TCEs in the City of Pasadena.
- **Short-Term Traffic Effects:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Pasadena. In addition, there is one area in Pasadena where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation:
 - Fillmore Station area
 - Utility relocations would require daytime closures of one lane and possibly adjacent sidewalks.
 - Drilling of piles to support the temporary roadway deck on Raymond Avenue above the Fillmore Station box excavation site would require daytime closures of one lane and possibly adjacent sidewalks. Cross streets may also be impacted (e.g., California Boulevard at Raymond Avenue).
 - Installation and removal of the temporary roadway deck on Raymond Avenue above the Fillmore Station box would require full weekend road closures. Cross streets may also be impacted (e.g., California Boulevard at Raymond Avenue).

Material excavated during construction of the South Pasadena and Fillmore Stations would be transported by truck from those construction areas north on Fair Oaks Avenue, west on California Boulevard, and north on Pasadena Avenue through the City of Pasadena to I-710. The returning empty trucks would also use I-710, Del Mar Avenue, and Fair Oaks Avenue to return to the station construction areas.

The LRT Alternative is not anticipated to result in any temporary disruptions to access in the City of Pasadena. Therefore, the LRT Alternative would not result in any temporary impacts on community character and cohesion in the City of Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require permanent tunnel easements beneath 16 parcels in the City of Pasadena. Sheets 8 and 9 of Figure 6.3-3 show the locations of these permanent tunnel easements.
- **Access and Transportation Connectivity:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Pasadena. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the LRT Alternative would establish a high-frequency LRT service along a direct route between East Los Angeles and Pasadena that would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley, including Pasadena. Because one of the LRT stations would be located in the City of Pasadena (i.e., Fillmore Station), its transit riders, particularly those who live or work near this station, would likely experience decreased travel times, especially on north-south trips, because transit would run more

frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Fillmore Station and the El Monte Bus Station via Rosemead Boulevard and Colorado Boulevard that would provide the City of Pasadena with improved transit connections to the eastern San Gabriel Valley.

- **Property Acquisitions and Relocations:** As shown in Tables 6.3.7 and 6.3.8, the LRT Alternative would result in six full and one partial parcel acquisitions in the City of Pasadena. Sheet 9 of Figure 6.3-3 shows the locations of these full and partial parcel acquisitions. Tables 6.3.7 and 6.3.8 also show that the LRT Alternative would require the relocation of 9 businesses in the City of Pasadena and the displacement of 105 employees.

Summary

Because the LRT Alternative would increase mobility and transportation connectivity in Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Pasadena.

6.3.5.8 South Pasadena

Temporary Impacts

- **Temporary Construction Easements:** The LRT Alternative would not require any TCEs in the City of South Pasadena.
- **Short-Term Traffic Effects:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of South Pasadena. In addition, there are two areas in South Pasadena where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation. These areas are:
 - Huntington and South Pasadena Station areas
 - Utility relocations would require daytime closures of one lane and possibly adjacent sidewalks.
 - Drilling of piles to support the temporary roadway decks on Fair Oaks Avenue above the Huntington and South Pasadena Station box excavation sites would require daytime closures of one lane and possibly adjacent sidewalks. Cross streets may also be impacted (e.g., Mission Street at Fair Oaks Avenue and the southbound right-turn lane from Fair Oaks Avenue to Huntington Drive).
 - Installation and removal of the temporary roadway decks on Fair Oaks Avenue above the Huntington and South Pasadena Station boxes would require weekend full road closures. Cross streets may also be impacted (e.g., Mission Street at Fair Oaks Avenue and the southbound right-turn lane from Fair Oaks Avenue to Huntington Drive).

Construction of the Huntington and South Pasadena Stations would be staggered to avoid overlapping full weekend closures of Fair Oaks Avenue in the City of South Pasadena.

Material excavated during construction of the Huntington Station would be transported by truck from the construction area south on Fremont Avenue through the City of South Pasadena to

I-10. The returning empty trucks would also use I-10 and Fremont Avenue to return to the Huntington Station construction area.

Material excavated during construction of the South Pasadena Station would be transported by truck from the construction area north on Fair Oaks Avenue through the City of South Pasadena to I-710. The returning empty trucks would also use I-710 and Fair Oaks Avenue to return to the South Pasadena Station construction area.

The LRT Alternative is not anticipated to result in any temporary disruptions to access in the City of South Pasadena. Therefore, the LRT Alternative would not result in any temporary impacts on community character and cohesion in the City of South Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.6, the LRT Alternative would require permanent tunnel easements beneath 34 parcels in the City of South Pasadena. Sheets 6 and 7 of Figure 6.3-3 show the locations of these permanent tunnel easements.
- **Access and Transportation Connectivity:** Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of South Pasadena. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the LRT Alternative would establish high-frequency LRT service along a direct route between East Los Angeles and Pasadena that would benefit transit riders in northeast Los Angeles and the western San Gabriel Valley, including South Pasadena. Because two of the LRT stations are located in the City of South Pasadena (i.e., the Huntington and South Pasadena Stations), its transit riders, particularly those who live or work near these stations, would likely experience decreased travel times, especially on north-south trips, because transit would run more frequently and offer improved connections between destinations. The LRT Alternative would also provide a new bus feeder route between the Floral Station and the Commerce and Montebello Metrolink Stations that would provide the City of South Pasadena with improved transit connections to the Orange County and Riverside Metrolink lines.
- **Property Acquisitions and Relocations:** As shown in Tables 6.3.7 and 6.3.8, the LRT Alternative would result in 15 full and 2 partial parcel acquisitions in the City of South Pasadena. Sheets 6 and 7 of Figure 6.3-3 show the locations of these full and partial parcel acquisitions. Tables 6.3.7 and 6.3.8 also show that the LRT Alternative would result in the relocation of 28 businesses in the City of South Pasadena and the displacement of 305 employees. Although these businesses would receive relocation assistance under the Uniform Act, they are not likely to be relocated in the immediate vicinity of their current location. Based on the types of goods and services offered by the businesses that would be displaced from the South Pasadena Station site (i.e., bank, beauty salon, coffee shop, dentistry, drug store, insurance, and massage/day spa) and the Huntington Station site (i.e., beauty salon, dry cleaners, educational services, general merchandise, home mortgage, massage/day spa, mobile phone sales/service, and offices), it is reasonable to conclude that local residents rely on the goods and services provided by many of these businesses on a day-to-day basis. However, because many businesses in the vicinity of the South Pasadena and Huntington Station sites offer the same types of goods and services as those businesses that would be displaced under the LRT Alternative, local residents would still

be able to receive goods and services similar to those currently provided by the businesses that would be displaced. Further, based on the relatively low percentage of transit-dependent residents in the areas surrounding the South Pasadena and Huntington Station sites, most local residents would be able to drive to the new locations of those businesses that would be displaced from these station sites, if so desired. Therefore, the business displacements associated with the LRT Alternative would not adversely affect the community character and cohesion of the City of South Pasadena.

Summary

Because the LRT Alternative would increase mobility and transportation connectivity in South Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of South Pasadena.

6.3.6 Freeway Tunnel Alternative (Single-Bore Design Variation)

6.3.6.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the Freeway Tunnel Alternative single-bore design variation that are related to community character and cohesion. The improvements and services included in the single-bore design variation of the Freeway Tunnel Alternative are located in the following cities and neighborhood in the study area:

- Alhambra
- El Sereno
- Irwindale
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the single-bore design variation of the Freeway Tunnel Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-6 (provided earlier in Chapter 2), the Freeway Tunnel Alternative includes the following features:

- **At-Grade Freeway Segment:** This segment extends from I-210 to south of Green Street in Pasadena. The freeway is at-grade on this segment to accommodate the interchange between the northern end of the I-710 extension and I-210. This freeway segment would be at grade and visible during both construction and operation of this segment of the freeway.

- **Cut and Cover Tunnel Segment:** This segment extends from south of Green Street to north of California Boulevard in Pasadena. This segment of the freeway would be constructed using a cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the north and the bored tunnel segment to the south. The cut and cover tunnel construction would be visible during construction but after the completion of construction the only surface feature on this segment would be the tunnel portal south of Green Street.
- **Bored Tunnel Segment:** This segment extends from north of California Boulevard in Pasadena south to north of Valley Boulevard in Alhambra/El Sereno. There would be no surface features along this freeway tunnel segment.
- **Cut and Cover Tunnel Segment:** This segment extends from north of Valley Boulevard to north of Hellman Avenue. This tunnel segment would be constructed using the cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the south and the bored tunnel segment to the north, and the on and off ramps that will be reconstructed at Valley Boulevard. The cut and cover tunnel construction would be visible during construction but after the completion of construction the only surface features on this segment would be the tunnel portal north of Hellman Avenue and the partial interchange at Valley Boulevard.
- **At-Grade Freeway Segment:** This segment extends from I-210 north of Hellman Avenue south to the interchange with I-10. The freeway is at-grade on this segment to accommodate the interchange between the southern end of the I-710 extension and I-10. This freeway segment would be at grade and visible during both construction and operation of this segment.

The analysis of the potential effects of the Freeway Tunnel Alternative provided in this section related to community character and cohesion focuses on the features of the Freeway Tunnel Alternative that would be visible during construction and/or operation. These would be the portals at the north and south ends of the freeway tunnel segment, the at-grade freeway segments, and the freeway tunnel segments constructed using the cut-and-cover construction method because those features could potentially result in impacts related to community character and cohesion.

Although the single-bore design variation of the Freeway Tunnel Alternative would result in improvements in the City of Monterey Park, all such improvements would be constructed within the existing public ROW; therefore, the single-bore design variation of the Freeway Tunnel Alternative would not require any temporary or permanent easements or property acquisition in the City of Monterey Park. Further, the single-bore design variation of the Freeway Tunnel Alternative would not result in any short-term traffic effects or temporary or permanent changes in access in the City of Monterey Park. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary or permanent effects on the community character or cohesion of the City of Monterey Park.

In addition to the impacts described below related to community character and cohesion under the single-bore design variation of the Freeway Tunnel Alternative, that alternative would also result in the impacts related to community character and cohesion under the TSM/TDM Alternative as described earlier in Section 6.3.3, with the exception of those impacts associated with Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard). The cities, communities, and neighborhoods

in which TSM/TDM Alternative improvements are located and which could experience impacts related to community character and cohesion are also listed in Section 6.3.3.

Temporary Impacts

Temporary Construction Easements

Construction of the single-bore design variation of the Freeway Tunnel Alternative would require the use of property on a temporary basis (TCEs) to construct retaining walls and other project features. The locations of the TCEs and permanent easements required under the single-bore design variation of the Freeway Tunnel Alternative are shown on Figure 6.3-4 (which has 12 sheets). The permanent easements are described below in the Permanent Impacts section.

Table 6.3.9 provides information about the temporary and permanent easements required under the Freeway Tunnel Alternative, including the APNs and street addresses of those parcels where easements would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required for each easement. As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 53 parcels in Alhambra, El Sereno, and Pasadena.

Short-Term Traffic Effects

Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative.

Construction of the improvements in the vicinity of the north and south portals for the single-bore design variation of the Freeway Tunnel Alternative would be take place in several stages. The stages at the north and south tunnel portals would not necessarily coincide during construction. Some of these construction stages would be broken into phases in order to maintain traffic lanes. Prior to the estimated time of construction, coordination would take place to ensure that the proposed closures and/or detours for the single-bore design variation would be coordinated with all other roadway projects in the area that may be impacted and that potential traffic impacts as a result of this project are adequately addressed.

Table 6.3.10 provides a summary of the locations in the study area where freeway-related construction activities would result in short-term traffic effects, the type of traffic impact for the traveling public (delay or detour), the anticipated duration of those delays or detours, and the city, community, or neighborhood in which they are located.

As shown in Table 6.3.10, the single-bore design variation of the Freeway Tunnel Alternative would result in delays at 5 locations and detours in 8 locations in Alhambra, El Sereno, and Monterey Park in the vicinity of the south portal of the tunnel. Table 6.3.10 also shows that the single-bore design variation of the Freeway Tunnel Alternative would result in delays at 8 locations and detours in 11 locations in Pasadena in the vicinity of the north portal of the tunnel.

Construction activities associated with the improvements under the single-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling

public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

Construction activities associated with the bored and cut-and cover tunnel segments of the single-bore design variation of the Freeway Tunnel Alternative would generate excess excavated soil and other material that cannot be reused within the project limits. That material is proposed to be disposed of at two former rock quarries (the Manning and Olive Pits) in the City of Irwindale. The Manning Pit, which is located southwest of Vincent Avenue and Arrow Highway, has the capacity to accept 5 million cubic yards of those types of materials. The Manning Pit is accessible from Vincent Avenue.

The Olive Pit, which is located southwest of Olive Street and Azusa Canyon Road, has the capacity to accept 50 million cubic yards of soil and other material from the tunnel bores. The Olive Pit is accessible from Olive Street, Azusa Canyon Road, and a local rail spur along 4th Street to the east of the pit.

The following preliminary haul routes have been identified for this analysis. These preliminary haul routes would be refined prior to construction in connection with the preparation of the TMP. Soil excavated from the bored and cut-and-cover tunnel segments would be transported via rail or truck, depending on the tunnel portal from which the debris would be removed.

The excavated soil associated with tunnel construction activities at the south tunnel portal would be transported by either rail or truck. Rail haul trips would be transported along an existing rail line just north of Valley Boulevard to the Olive Pit. Trains used for rail haul trips would return to the south tunnel portal using the same route. Truck haul trips from the south tunnel portal would travel beneath Valley Boulevard and proceed south on I-710, east on I-10, north on I-605, and exit at Live Oak Avenue. After exiting I-605, haul truck traffic would follow Live Oak Avenue east to Arrow Highway. Trucks bound for the Olive Pit would proceed south on Azusa Canyon Road, while trucks bound for the Manning Pit would proceed south on Vincent Avenue. After disposing their loads in Irwindale, trucks would return to the south tunnel portal using the same route.

The excavated soil associated with tunnel construction activities at the north tunnel portal would be transported by truck. Truck haul trips would proceed north on I-710, east on I-210, south on I-605, and exit at Arrow Highway. After exiting I-605, haul truck traffic would proceed east on Arrow Highway and follow the same routes to the Olive and Manning Pits as the haul trucks from the south tunnel portal. After disposing their loads in Irwindale, trucks would return to the north tunnel portal using the same haul route.

Because none of the minor detours and delays or rail/truck haul trips would result in any temporary disruptions to local pedestrian and vehicular traffic, the single-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions in access in the study area. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community cohesion in any of the cities, communities, or neighborhoods in the study area.

Permanent Impacts

Permanent Easements

As described in Table 6.3.9 and shown on Figure 6.3-4, the single-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 324 parcels in El Sereno, Pasadena, and South Pasadena. Tunnel easements are required to accommodate tunnel structures beneath a property. The single-bore design variation of the Freeway Tunnel Alternative would also require permanent footing easements on approximately 3 parcels in Alhambra and El Sereno and permanent subsurface easements for uses other than the tunnel (e.g., utility relocations) beneath approximately 32 parcels in Alhambra, El Sereno, and Pasadena. Footing easements are required to accommodate structural foundations beneath a property. Subsurface easements are required to accommodate underground utility lines or other underground structures not directly related to tunnels beneath a property. In addition, a 91,737 sf maintenance easement would be required to permit the ongoing inspection and maintenance of transportation improvements above APN 5352037904.

Access and Transportation Connectivity

Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the study area. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in Alhambra and El Sereno without permanently modifying the access to and from adjacent properties.

The single-bore design variation of the Freeway Tunnel Alternative would also provide a new four-lane freeway facility (two northbound lanes and two southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. There would be no interchanges with local streets except at the existing partial interchange between I-710 and Valley Boulevard.

Because the single-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the study area along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the study area would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

Property Acquisitions and Relocations

The single-bore design variation of the Freeway Tunnel Alternative would require the permanent acquisition of property for public ROW. The locations of the full and partial parcel acquisitions required under the single-bore design variation of the Freeway Tunnel Alternative are shown on Figure 6.3-4 and are discussed in the following sections. The parcels proposed to be acquired for this alternative are occupied or planned for nonresidential uses. No residential

uses or residents would be displaced by the single-bore design variation of the Freeway Tunnel Alternative.

Full Acquisitions

Table 6.3.11 provides information regarding the full parcel acquisition required under the single-bore design variation of the Freeway Tunnel Alternative, including the APN and street address of the parcel where acquisition would be required, the existing land use on the parcel, and the city, community, or neighborhood in which it is located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Tables 6.3.11 also provides information about the number of residents, businesses, and employees that could be potentially displaced by the full parcel acquisition required under the single-bore design variation of the Freeway Tunnel Alternative.

As shown in Table 6.3.11, the single-bore design variation of the Freeway Tunnel Alternative would result in one full parcel acquisition in Alhambra. Table 6.3.11 also shows that this full parcel acquisition would require the relocation of 1 business in Alhambra and the displacement of 5 employees. In addition, the single-bore design variation of the Freeway Tunnel Alternative would result in the relocation of 1 business from a Caltrans-owned parcel in El Sereno and the displacement of 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the single-bore design variation of the Freeway Tunnel Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Partial Acquisitions

Table 6.3.12 provides information regarding partial parcel acquisitions required under the single-bore design variation of the Freeway Tunnel Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Generally, partial parcel acquisitions consist of slivers of parcels that would not affect the existing land uses on those parcels. As shown in Table 6.3.12, the single-bore design variation of the Freeway Tunnel Alternative would result in two partial parcel acquisitions in El Sereno. None of these partial parcel acquisitions would require the displacement of businesses or employees.

Conclusion

Because the single-bore design variation of the Freeway Tunnel Alternative would result in a minimal number of non-residential displacements, it would not affect the character or cohesion of the communities in which the Freeway Tunnel Alternative single-bore design variation improvements would be located. Further, as described in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area to relocate the displaced businesses. Therefore, it is anticipated that displaced businesses could be relocated near their current location without much disruption to the social fabric of the communities in which they are located.

6.3.6.2 Alhambra

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 26 parcels in the City of Alhambra. Sheets 3 and 4 of Figure 6.3-4 show the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Alhambra. In addition, because of its location near the proposed south portal of the single-bore tunnel, access and circulation in Alhambra may be affected by road closures, lane restrictions, and detours associated with construction activities in the vicinity of the south portal. As shown in Table 6.3.10, the single-bore design variation of the Freeway Tunnel Alternative would result in delays at five locations and detours in eight locations in the City of Alhambra.

Construction activities associated with the improvements under the single-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

As described earlier in Section 6.3.6.1, the excavated soil associated with tunnel construction activities at the south tunnel portal would be transported by either rail or truck. Rail haul trips would be transported along an existing rail line just north of Valley Boulevard in Alhambra to the Olive Pit. Because all of the railroad crossings along the rail haul route in the City of Alhambra are grade separated, the additional trains associated with project-related rail haul trips would not result in any temporary disruptions to local pedestrian and vehicular traffic in Alhambra.

The single-bore design variation of the Freeway Tunnel Alternative would construct a new Valley Boulevard bridge over I-710 at the same location of the existing Valley Boulevard roadway. Truck haul trips traveling to and from the south tunnel portal would pass beneath the new Valley Boulevard bridge on their way to and from I-710. Because cut-and-cover tunnel construction and tunnel boring activities (and related haul trips) would not commence until the Valley Boulevard bridge is complete, truck haul trips would be able to travel beneath Valley Boulevard and enter/exit I-710 and the regional freeway system without any temporary disruption to local pedestrian and vehicular traffic in Alhambra.

The single-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Alhambra. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Alhambra.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require permanent subsurface easements beneath approximately 12 parcels in the City of Alhambra. The single-bore design variation of the Freeway Tunnel Alternative would also require a permanent footing easement and a permanent maintenance

easement on one parcel in Alhambra. Figure 6.3-4 shows the locations of these permanent easements.

- **Access and Transportation Connectivity:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in Alhambra. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in Alhambra without permanently modifying access to and from properties.

The single-bore design variation of the Freeway Tunnel Alternative would also provide a new four-lane freeway facility (two northbound lanes and two southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the single-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the City of Alhambra along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the City of Alhambra would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.11, the single-bore design variation of the Freeway Tunnel Alternative would result in one full parcel acquisition in the City of Alhambra. Sheet 4 of Figure 6.3-4 shows the location of this full parcel acquisition. Table 6.3.11 also shows that the single-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business in the City of Alhambra and the displacement of 5 employees.

Summary

Because the single-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in Alhambra without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Alhambra.

6.3.6.3 El Sereno

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 24 parcels in the neighborhood of El Sereno. Sheet 4 of Figure 6.3-4 shows the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition, because of its location near the proposed south portal of the single-bore tunnel, access and circulation in El Sereno may be affected by road closures, lane restrictions, and detours associated with

construction activities in the vicinity of the south portal. As shown in Table 6.3.10, the single-bore design variation of the Freeway Tunnel Alternative would result in delays at five locations and detours in eight locations in the neighborhood of El Sereno.

Construction activities associated with the improvements under the single-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

As described earlier in Section 6.3.6.1, the excavated soil associated with tunnel construction activities at the south tunnel portal would be transported by either rail or truck. Rail haul trips would be transported to the Olive Pit along an existing rail line just north of Valley Boulevard in El Sereno. Because all of the railroad crossings along the rail haul route in El Sereno are grade separated, the additional trains associated with project-related rail haul trips would not result in any temporary disruptions to local pedestrian and vehicular traffic in El Sereno.

The single-bore design variation of the Freeway Tunnel Alternative would construct a new Valley Boulevard bridge over I-710 at the same location of the existing Valley Boulevard roadway. Truck haul trips traveling to and from the south tunnel portal would pass beneath the new Valley Boulevard bridge on their way to and from I-710. Because cut-and-cover tunnel construction and tunnel boring activities (and related haul trips) would not commence until the Valley Boulevard bridge is complete, truck haul trips would be able to travel beneath Valley Boulevard and enter/exit I-710 and the regional freeway system without any temporary disruption to local pedestrian and vehicular traffic in El Sereno.

The single-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in El Sereno. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the neighborhood of El Sereno.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 147 parcels in the neighborhood of El Sereno. The single-bore design variation of the Freeway Tunnel Alternative would also require permanent subsurface easements beneath approximately 4 parcels and permanent footing easements on approximately 2 parcels in El Sereno. Sheets 4, 5, and 6 of Figure 6.3-4 show the locations of these permanent tunnel, subsurface, and footing easements.
- **Access and Transportation Connectivity:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition to the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in El Sereno without permanently modifying access to and from adjacent properties.

The single-bore design variation of the Freeway Tunnel Alternative would also provide a new four-lane freeway facility (two northbound lanes and two southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the single-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in El Sereno along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the neighborhood of El Sereno would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.11, the single-bore design variation of the Freeway Tunnel Alternative would result in approximately two partial parcel acquisitions in the neighborhood of El Sereno. Sheet 4 of Figure 6.3-4 shows the locations of these partial parcel acquisitions. Table 6.3.12 shows that the single-bore design variation of the Freeway Tunnel Alternative would not result in the relocation of any businesses or employees in El Sereno as a result of those acquisitions. The single-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and the displacement of 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the single-bore design variation of the Freeway Tunnel Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Summary

Because the single-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in El Sereno without creating any physical barriers or divisions in or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of El Sereno.

6.3.6.4 Irwindale

Temporary Impacts

- **Temporary Construction Easements:** The single-bore design variation of the Freeway Tunnel Alternative would not require any TCEs in the City of Irwindale.
- **Short-Term Traffic Effects:** Although no improvements would be constructed in the City of Irwindale under the single-bore design variation of the Freeway Tunnel Alternative, two closed gravel pits in the City of Irwindale have been identified as potential receiving sites for the soil excavated from the bored and cut-and-cover tunnel segments of the single-bore design variation of the Freeway Tunnel Alternative. These pits are the Manning Pit (generally bound by Arrow Highway on the north, Vincent Avenue on the east, a different gravel pit on the south, and Allen Drive on the west) and the Olive Pit (generally bound by Olive Street on the north, Azusa Canyon Road on the east, Los Angeles Street on the south, and Phelan Avenue on the west).

The excavated soil associated with tunnel construction activities at the south tunnel portal would be transported by either rail or truck, while soil excavated from the north tunnel portal would be transported by truck. Rail haul trips would be transported along an existing rail line just north of Valley Boulevard in Alhambra/El Sereno to a local rail spur along 4th Street to the

east of the Olive Pit. Soil transported by rail would then be subsequently transferred to the Olive Pit. Although the additional trains associated with project-related rail haul trips would result in minor delays at at-grade railroad crossings in Irwindale, such trips would be routed along an existing rail line that is currently used by passenger and freight trains throughout the day. Therefore, the traveling public is not likely to experience any appreciable difference in the number of train-related delays as a result of the project.

Truck haul trips arriving from the north and south tunnel portals would exit I-605 at either Live Oak Avenue or Arrow Highway in Irwindale and proceed east toward the Manning and Olive Pits. Trucks bound for the Olive Pit would proceed south on Azusa Canyon Road, while trucks bound for the Manning Pit would proceed south on Vincent Avenue. After disposing of their loads, trucks returning to the north and south tunnel portals would follow the same route through Irwindale along Arrow Highway to Live Oak Avenue before proceeding south on I-605. Although the truck haul trips associated with the project would add trucks to Live Oak Avenue, Arrow Highway, Azusa Canyon Road, and a short segment of Vincent Avenue, potentially resulting in minor traffic delays, such trips would be routed along designated truck routes that are already used by other local and regional truck traffic. Therefore, the traveling public is not likely to experience any appreciable difference in traffic delays as a result of the project.

The single-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Irwindale. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Irwindale.

Permanent Impacts

- **Permanent Easements:** The single-bore design variation of the Freeway Tunnel Alternative would not require any permanent easements in the City of Irwindale.
- **Access and Transportation Connectivity:** The single-bore design variation of the Freeway Tunnel Alternative would not provide any transportation improvements in the City of Irwindale; therefore, it would not result in any permanent effects on access and transportation in the City of Irwindale.
- **Property Acquisitions and Relocations:** The single-bore design variation of the Freeway Tunnel Alternative would not result in any parcel acquisitions in the City of Irwindale. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of Irwindale.

Summary

Because the single-bore design variation of the Freeway Tunnel Alternative would not create any physical barriers or divisions in or disrupt the social fabric of the City, it would not adversely affect the community character or cohesion of Irwindale.

6.3.6.5 Pasadena

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 3 parcels in the City of Pasadena. Sheet 9 of Figure 6.3-4 shows the locations of these TCEs.

- **Short-Term Traffic Effects:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Pasadena. In addition, because the proposed north portal of the single-bore tunnel would be located in the City of Pasadena, access and circulation in Pasadena may be affected by road closures, lane restrictions, and detours associated with construction activities in the vicinity of the south portal. As shown in Table 6.3.10, the single-bore design variation of the Freeway Tunnel Alternative would result in delays at 8 locations and detours in 11 locations in Pasadena.

Construction activities associated with the improvements under the single-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

The excavated soil associated with tunnel construction activities at the north tunnel portal would be transported by truck. Truck haul trips traveling to and from the north tunnel portal would use the I-710 stub to access the regional freeway system. Because the north tunnel portal would be adjacent to the existing I-710 stub in Pasadena, truck haul trips would be able to enter/exit I-710 and travel beneath Del Mar Boulevard, Green Street, Colorado Boulevard, and Union Street without any temporary disruption to local pedestrian and vehicular traffic in the City of Pasadena.

The single-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Pasadena. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 40 parcels in the City of Pasadena. The single-bore design variation of the Freeway Tunnel Alternative would also require permanent subsurface easements beneath approximately 16 parcels in Pasadena. Sheets 8 and 9 of Figure 6.3-4 show the locations of these permanent tunnel and subsurface easements.
- **Access and Transportation Connectivity:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Pasadena.

In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would provide a new four-lane freeway facility (two northbound lanes and two southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the single-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would

not provide any direct transportation benefit to motorists in the City of Pasadena along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the City of Pasadena would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** The single-bore design variation of the Freeway Tunnel Alternative would not result in any full or partial parcel acquisitions in Pasadena. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of Pasadena.

Summary

Because the single-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Pasadena.

6.3.6.6 South Pasadena

Temporary Impacts

- **Temporary Construction Easements:** The single-bore design variation of the Freeway Tunnel Alternative would not require any TCEs in the City of South Pasadena.
- **Short-Term Traffic Effects:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of South Pasadena. Because it would not be located near either portal for the single-bore tunnel, South Pasadena would not experience any temporary access and circulation disruptions associated with construction activities in the vicinity of the north and south portals. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community cohesion in the City of South Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.9, the single-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 156 parcels in the City of South Pasadena. Sheets 6, 7, and 8 of Figure 6.3-4 show the locations of these permanent easements.
- **Access and Transportation Connectivity:** Because the single-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the single-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of South Pasadena.

In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the single-bore design variation of the Freeway Tunnel Alternative would provide a new four-lane freeway facility (two northbound lanes and two southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the single-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would

not provide any direct transportation benefit to motorists in the City of South Pasadena along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the City of South Pasadena would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** The single-bore design variation of the Freeway Tunnel Alternative would not result in any full or partial parcel acquisitions in the City of South Pasadena. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of South Pasadena.

Summary

Because the single-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in South Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of South Pasadena.

6.3.7 Freeway Tunnel Alternative (Dual-Bore Design Variation)

6.3.7.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the Freeway Tunnel Alternative dual-bore design variation related to community character and cohesion. The improvements and services included in the dual-bore design variation of the Freeway Tunnel Alternative are located within the following cities and neighborhood in the study area:

- Alhambra
- El Sereno
- Irwindale
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the dual-bore design variation of the Freeway Tunnel Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

The Freeway Tunnel Alternative dual-bore design variation includes the same features shown on Figure 2-6 (provided earlier in Chapter 2) and as described earlier in Section 6.3.6 for the Freeway Tunnel Alternative single-bore design variation.

Although the dual-bore design variation of the Freeway Tunnel Alternative would result in improvements in the City of Monterey Park, all such improvements would be constructed within the

existing public ROW; therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not require any temporary or permanent easements or property acquisition in the City of Monterey Park. Further, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any short-term traffic effects or temporary or permanent changes in access in the City of Monterey Park. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary or permanent effects on the community character or cohesion of the City of Monterey Park.

In addition to the impacts described below related to community character and cohesion under the dual-bore design variation of the Freeway Tunnel Alternative, that alternative would also result in the impacts related to community character and cohesion under the TSM/TDM Alternative as described earlier in Section 6.3.3, with the exception of those impacts associated with Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard). The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community character and cohesion are also listed in Section 6.3.3.

Temporary Impacts

Temporary Construction Easements

Construction of the dual-bore design variation of the Freeway Tunnel Alternative would require the use of property on a temporary basis (TCEs) to construct retaining walls or other project features. The locations of the TCEs and permanent easements required under the dual-bore design variation of the Freeway Tunnel Alternative are shown on Figure 6.3-5 (which has 12 sheets). The permanent easements are described below in the Permanent Impacts section.

Table 6.3.13 provides information about the temporary and permanent easements required under the dual-bore design variation of the Freeway Tunnel Alternative, including the APNs and street addresses of those parcels where easements would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required for each easement. As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 47 parcels in Alhambra, El Sereno, and Pasadena.

Short-Term Traffic Effects

Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would require the same temporary lane restrictions as the TSM/TDM Alternative.

Construction of the improvements in the vicinity of the north and south portals for the dual-bore design variation of the Freeway Tunnel Alternative would be take place in several stages. The stages at the north and south tunnel portals would not necessarily coincide during construction. Some of these construction stages would be broken into phases in order to maintain traffic lanes. Prior to the estimated time of construction, coordination would take place to ensure that the proposed closures and/or detours for the dual-bore design variation

would be coordinated with all other roadway projects in the area that may be impacted and that potential traffic impacts as a result of this project are adequately addressed.

Table 6.3.14 provides a summary of the locations in the study area where freeway-related construction activities would result in short-term traffic effects, the type of traffic impact for the traveling public (delay or detour), the anticipated duration of those delays or detours, and the city, community, or neighborhood in which they are located.

As shown in Table 6.3.14, the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at 6 locations and detours in 9 locations in Alhambra, El Sereno, and Monterey Park in the vicinity of the south portal of the freeway tunnel. Table 6.3.14 also shows that the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at 8 locations and detours in 11 locations in Pasadena in the vicinity of the north portal of the freeway tunnel.

Construction activities associated with the improvements under the dual-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

The dual-bore design variation of the Freeway Tunnel Alternative would employ the same haul routes described in Section 6.3.6.1 for the single-bore design variation. However, because the dual-bore design variation would require the excavation of approximately twice as much soil as the single-bore design variation, the dual-bore design variation would result in twice as many haul trips as the single-bore design variation.

Although the dual-bore design variation would result in twice as many haul trips as the single-bore design variation, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any greater short-term traffic effects than those described in Section 6.3.6.1 for the single-bore design variation with respect to community character and cohesion.

Because none of the minor detours and delays or rail/truck haul trips would result in any temporary disruptions to local pedestrian and vehicular traffic, the dual-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in the study area. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community cohesion in any of the cities, communities, or neighborhoods in the study area.

Permanent Impacts

Permanent Easements

As described in Table 6.3.13 and shown in Figure 6.3-5, the dual-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath 563 parcels in El Sereno, Pasadena, and South Pasadena. Tunnel easements are required to accommodate tunnel structures beneath a property. The dual-bore design variation of the Freeway Tunnel Alternative would also require permanent footing easements on 3 parcels in Alhambra and El Sereno and permanent subsurface easements for uses other than the tunnel (e.g., utility relocations) beneath 41 parcels in Alhambra, El Sereno, and Pasadena. Footing easements are

required to accommodate structural foundations beneath a property. Subsurface easements are required to accommodate underground utility lines or other underground structures not directly related to tunnels beneath a property. In addition, a 91,737 sf maintenance easement would be required to permit the ongoing inspection and maintenance of transportation improvements above APN 5352037904.

Access and Transportation Connectivity

Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the study area. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in Alhambra and El Sereno without permanently modifying the access to and from adjacent properties.

The dual-bore design variation of the Freeway Tunnel Alternative would also provide a new eight-lane freeway facility (four northbound lanes and four southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. There would be no interchanges with local streets except at the existing partial interchange between I-710 and Valley Boulevard.

Because the dual-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the study area along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the study area would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

Property Acquisitions and Relocations

The dual-bore design variation of the Freeway Tunnel Alternative would require the permanent acquisition of property for public ROW. The locations of the full and partial parcel acquisitions required under the dual-bore design variation of the Freeway Tunnel Alternative are shown on Figure 6.3-5 and are discussed in the following sections. The parcels proposed to be acquired for this alternative are occupied or planned for nonresidential uses. No residential uses or residents would be displaced by the dual-bore design variation of the Freeway Tunnel Alternative.

Full Acquisitions

Tables 6.3.15 provides information regarding the full parcel acquisition required under the dual-bore design variation of the Freeway Tunnel Alternative, including the APN and street address of the parcel where acquisition would be required, the existing land use on the parcel, and the city, community, or neighborhood in which it is located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Table 6.3.15 also provides information about the number of residents, businesses, and employees that could be potentially displaced by the full parcel acquisition required under the dual-bore design variation of the Freeway Tunnel Alternative.

As shown in Table 6.3.15, the dual-bore design variation of the Freeway Tunnel Alternative would result in one full parcel acquisition in Alhambra. Table 6.3.15 also shows that this full parcel acquisition would require the relocation of one business in Alhambra, resulting in the displacement of five employees. In addition, the dual-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and the displacement of 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the dual-bore design variation of the Freeway Tunnel Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Partial Acquisitions

Table 6.3.16 provides information regarding partial parcel acquisitions required under the dual-bore design variation of the Freeway Tunnel Alternative, including the APNs and street addresses of those parcels where acquisitions would be required, the existing land uses on those parcels, and the city, community, or neighborhood in which they are located. In addition, this table provides information about the approximate square footage required from each parcel for each acquisition. Generally, partial acquisitions consist of slivers of parcels that would not affect the existing land uses on those parcels. As shown in Table 6.3.16, the dual-bore design variation of the Freeway Tunnel Alternative would result in three partial parcel acquisitions in El Sereno, none of which would require the displacement of businesses or employees.

Conclusion

Because the dual-bore design variation of the Freeway Tunnel Alternative would result in a minimal number of non-residential displacements, it would not affect the character or cohesion of the communities in which the dual-bore design variation improvements would be located. Further, as described in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate the displaced businesses. Therefore, it is anticipated that displaced businesses could be relocated near their current location without much disruption to the social fabric of the communities in which they are located.

6.3.7.2 Alhambra

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 25 parcels in the City of Alhambra. Sheets 3 and 4 of Figure 6.3-5 show the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Alhambra. In addition, because of its location near the proposed south portal of the dual-bore tunnel, access and circulation in the City of Alhambra may be affected by road closures, lane restrictions, and detours associated with construction activities in the vicinity of the south portal. As shown in Table 6.3.14, the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at six locations and detours in nine locations in the City of Alhambra.

Construction activities associated with the improvements under the dual-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

The dual-bore design variation of the Freeway Tunnel Alternative would employ the same haul routes through Alhambra as those described in Section 6.3.6.2 for the single-bore design variation. However, because the dual-bore design variation would require the excavation of approximately twice as much soil as the single-bore design variation, the dual-bore design variation would result in twice as many haul trips as the single-bore design variation.

Although the dual-bore design variation would result in twice as many haul trips as the single-bore design variation, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any greater short-term traffic effects in Alhambra than those described in Section 6.3.6.2 for the single-bore design variation with respect to community character and cohesion.

The dual-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Alhambra. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Alhambra.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require permanent subsurface easements beneath 12 parcels in the City of Alhambra. The dual-bore design variation of the Freeway Tunnel Alternative would also require a permanent footing easement and maintenance easement on one parcel in the City of Alhambra. Sheets 3 and 4 of Figure 6.3-5 show the locations of these permanent subsurface, footing, and maintenance easements.
- **Access and Transportation Connectivity:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Alhambra. In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in the City of Alhambra without permanently modifying access to and from adjacent properties.

The dual-bore design variation of the Freeway Tunnel Alternative would also provide a new eight-lane freeway facility (four northbound lanes and four southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the dual-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the City of Alhambra along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the City of Alhambra would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.15, the dual-bore design variation of the Freeway Tunnel Alternative would result in one full parcel acquisition in the City of Alhambra. Sheet 4 of Figure 6.3-5 shows the location of this full parcel acquisition. Table 6.3.15 also shows that the dual-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business in the City of Alhambra and the displacement of five employees.

Summary

Because the dual-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in Alhambra without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Alhambra.

6.3.7.3 El Sereno

Temporary Impacts

- **Temporary Construction Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require TCEs on approximately 22 parcels in the neighborhood of El Sereno. Sheets 2 through 4 of Figure 6.3-5 show the locations of these TCEs.
- **Short-Term Traffic Effects:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition, because of its location near the proposed south portal of the dual-bore tunnel, access and circulation in El Sereno may be affected by road closures, lane restrictions, and detours associated with construction activities in the vicinity of the south portal. As shown in Table 6.3.14, the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at six locations and detours in nine locations in the neighborhood of El Sereno.

Construction activities associated with the improvements under the dual-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

The dual-bore design variation of the Freeway Tunnel Alternative would employ the same haul routes through El Sereno as those described in Section 6.3.6.3 for the single-bore design variation. However, because the dual-bore design variation would require the excavation of approximately twice as much soil as the single-bore design variation, the dual-bore design variation would result in twice as many haul trips as the single-bore design variation.

Although the dual-bore design variation would result in twice as many haul trips as the single-bore design variation, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any greater short-term traffic effects in El Sereno than those described in Section 6.3.6.3 for the single-bore design variation with respect to community character and cohesion.

The dual-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in El Sereno. Therefore, the dual-bore design variation of

the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the neighborhood of El Sereno.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath 232 parcels in the neighborhood of El Sereno. The dual-bore design variation of the Freeway Tunnel Alternative would also require permanent subsurface easements beneath 4 parcels and permanent footing easements on 2 parcels in El Sereno. Sheets 3 through 6 of Figure 6.3-5 show the locations of these permanent tunnel, subsurface, and footing easements.
- **Access and Transportation Connectivity:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the neighborhood of El Sereno. In addition to the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would provide improvements to the off-ramp from northbound I-710 to Valley Boulevard and the Valley Boulevard on-ramp to southbound I-710 that would improve traffic operations and circulation in the neighborhood of El Sereno without permanently modifying the access to and from adjacent properties.

The dual-bore design variation of the Freeway Tunnel Alternative would also provide a new eight-lane freeway facility (four northbound lanes and four southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the dual-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the neighborhood of El Sereno along the alignment of the freeway. However, some travelers currently using north-south local streets to traverse El Sereno would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** As shown in Table 6.3.16, the dual-bore design variation of the Freeway Tunnel Alternative would result in three partial parcel acquisitions in the neighborhood of El Sereno. Sheets 2 through 4 of Figure 6.3-5 show the locations of these partial parcel acquisitions. Table 6.3.16 shows that the dual-bore design variation of the Freeway Tunnel Alternative would not result in the relocation of any businesses or employees in El Sereno as a result of those acquisitions. The dual-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business from a Caltrans-owned parcel in El Sereno and in the displacement of approximately 30 employees. This parcel (parcel number 24135) is currently leased for privately operated commercial use. For the single-bore design variation of the Freeway Tunnel Alternative, that lease would be allowed to expire or be terminated, as appropriate, so that this parcel can be used for transportation purposes.

Summary

Because the dual-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in El Sereno without creating any physical barriers or divisions in or disrupting the social fabric of the neighborhood, it would not adversely affect the community character or cohesion of El Sereno.

6.3.7.4 Irwindale

Temporary Impacts

- **Temporary Construction Easements:** The dual-bore design variation of the Freeway Tunnel Alternative would not require any TCEs in the City of Irwindale.
- **Short-Term Traffic Effects:** The dual-bore design variation of the Freeway Tunnel Alternative would employ the same haul routes through Irwindale as those described in Section 6.3.6.4 for the single-bore design variation. However, because the dual-bore design variation would require the excavation of approximately twice as much soil as the single-bore design variation, the dual-bore design variation would result in twice as many haul trips as the single-bore design variation.

Although the dual-bore design variation would result in twice as many haul trips as the single-bore design variation, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any greater short-term traffic effects in Irwindale than those described in Section 6.3.6.4 for the single-bore design variation with respect to community character and cohesion.

The dual-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Irwindale. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Irwindale.

Permanent Impacts

- **Permanent Easements:** The dual-bore design variation of the Freeway Tunnel Alternative would not require any permanent easements in the City of Irwindale.
- **Access and Transportation Connectivity:** The dual-bore design variation of the Freeway Tunnel Alternative would not provide any transportation improvements in the City of Irwindale; therefore, it would not result in any permanent effects on access and transportation in the City of Irwindale.
- **Property Acquisitions and Relocations:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in any full or partial parcel acquisitions in Irwindale. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of Irwindale.

Summary

Because the dual-bore design variation of the Freeway Tunnel Alternative would not create any physical barriers or divisions in or disrupt the social fabric of Irwindale, it would not adversely affect the community character or cohesion of the City.

6.3.7.5 Pasadena

Temporary Impacts

- **Temporary Construction Easements:** The dual-bore design variation of the Freeway Tunnel Alternative would not require any TCEs in the City of Pasadena.
- **Short-Term Traffic Effects:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM

Alternative, the dual-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of Pasadena. In addition, because the proposed north portal of the dual-bore tunnel would be located in Pasadena, access and circulation in Pasadena may be affected by road closures, lane restrictions, and detours associated with construction activities in the vicinity of the south portal. As shown in Table 6.3.14, the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at 8 locations and detours in 11 locations in Pasadena.

Construction activities associated with the improvements under the dual-bore design variation of the Freeway Tunnel Alternative would result in minor delays and detours for the traveling public (5 minutes or less). As described in the TMP for the SR 710 North Study, signing and other information would be provided to advise the traveling public about any upcoming detours, closures, or lane restrictions.

The dual-bore design variation of the Freeway Tunnel Alternative would employ the same haul routes through Pasadena as those described in Section 6.3.6.5 for the single-bore design variation. However, because the dual-bore design variation would require the excavation of approximately twice as much soil as the single-bore design variation, the dual-bore design variation would result in twice as many haul trips as the single-bore design variation.

Although the dual-bore design variation would result in twice as many haul trips as the single-bore design variation, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any greater short-term traffic effects in Pasadena than those described in Section 6.3.6.5 for the single-bore design variation with respect to community character and cohesion.

The dual-bore design variation of the Freeway Tunnel Alternative is not anticipated to result in any temporary disruptions to access in Pasadena. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community character and cohesion in the City of Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 77 parcels in the City of Pasadena. The dual-bore design variation of the Freeway Tunnel Alternative would also require permanent subsurface easements beneath approximately 25 parcels in the City of Pasadena. Sheets 8 and 9 of Figure 6.3-5 show the locations of these permanent tunnel and subsurface easements.
- **Access and Transportation Connectivity:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of Pasadena.

In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would provide a new eight-lane freeway facility (four northbound lanes and four southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the dual-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the City of Pasadena along the

alignment of the freeway. However, some travelers currently using north-south local streets to traverse Pasadena would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in any full or partial parcel acquisitions in the City of Pasadena. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of Pasadena.

Summary

Because the dual-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in Pasadena without creating any physical barriers or divisions in, or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of Pasadena.

6.3.7.6 South Pasadena

Temporary Impacts

- **Temporary Construction Easements:** The dual-bore design variation of the Freeway Tunnel Alternative would not require any TCEs in the City of South Pasadena.
- **Short-Term Traffic Effects:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would require the same temporary lane restrictions as the TSM/TDM Alternative in the City of South Pasadena. Because it would not be located near either portal for the dual-bore tunnel, South Pasadena would not experience any temporary access and circulation disruptions associated with construction activities in the vicinity of the north and south portals. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary impacts on community cohesion in the City of South Pasadena.

Permanent Impacts

- **Permanent Easements:** As shown in Table 6.3.13, the dual-bore design variation of the Freeway Tunnel Alternative would require permanent tunnel easements beneath approximately 254 parcels in the City of South Pasadena. Sheets 6 through 8 of Figure 6.3-5 show the locations of these permanent tunnel easements.
- **Access and Transportation Connectivity:** Because the dual-bore design variation of the Freeway Tunnel Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the dual-bore design variation would result in the same permanent changes in access or circulation as the TSM/TDM Alternative in the City of South Pasadena.

In addition to the roadway improvements and new bikeways included as part of the TSM/TDM Alternative, the dual-bore design variation of the Freeway Tunnel Alternative would provide a new eight-lane freeway facility (four northbound lanes and four southbound lanes) extending between the existing terminus of I-710 on the south to the existing I-210/SR 134 interchange to the north. Because the dual-bore design variation of the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, it would not provide any direct transportation benefit to motorists in the City of South Pasadena along

the alignment of the freeway. However, some travelers currently using north-south local streets to traverse the City of South Pasadena would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips.

- **Property Acquisitions and Relocations:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in any full or partial parcel acquisitions in the City of South Pasadena. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not require the relocation of any businesses or employees in the City of South Pasadena.

Summary

Because the dual-bore design variation of the Freeway Tunnel Alternative would increase mobility and transportation connectivity in South Pasadena without creating any physical barriers or divisions in or disrupting the social fabric of the City, it would not adversely affect the community character or cohesion of South Pasadena.

**TABLE 6.3.1:
 Easements Required for the TSM/TDM Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements			Temporary Construction Easements		
				Parcel Qty	Area (sf)	Type	Parcel Qty	Area (sf)	Months Required
City Parcel A	N/A	Alhambra	Parking Lot	–	–	–	1	34	0
5344029021	511 S. Garfield Ave.	Alhambra	Commercial	–	–	–	1	554	3
5344029029	501 S. Garfield Ave.	Alhambra	Commercial	–	–	–	1	362	3
5347001811	N/A	Alhambra	Industrial	1	973	Aerial ¹	1	570	12
5351030032	3215 Front St.	Alhambra	Residential	–	–	–	1	23	24
Alhambra Subtotal				1	973	–	5	1,543	–
5220028014	N/A	El Sereno	Vacant	–	–	–	1	1,017	24
5220032801	N/A	El Sereno	Transportation/ Utilities	–	–	–	1	18,852	24
5220032803	N/A	El Sereno	Commercial	1	8,972	Aerial ¹	–	–	–
El Sereno Subtotal				1	8,972	–	2	19,869	–
5317030902	N/A	Pasadena	Public	–	–	–	1	6,196	6
5713031067	N/A	Pasadena	Vacant	–	–	–	1	91	6
5713031068	N/A	Pasadena	Institutional	–	–	–	1	195	6
Pasadena Subtotal				–	–	–	3	6,482	–
5361002902	N/A	San Gabriel	Public	–	–	–	1	792	3
5368017015	702 S. Del Mar Ave.	San Gabriel	Commercial	–	–	–	1	517	3
5371018064	1900 S. San Gabriel Blvd.	San Gabriel	Commercial	–	–	–	1	1,484	6
San Gabriel Subtotal				–	–	–	3	2,793	–
5321015020	2140 Huntington Dr.	South Pasadena	Commercial	–	–	–	1	600	3
5321019009	2185 Huntington Dr.	South Pasadena	Commercial	–	–	–	1	525	3
5321019022	1745 Garfield Ave.	South Pasadena	Commercial	–	–	–	1	759	3
South Pasadena Subtotal				–	–	–	3	1,884	–
GRAND TOTAL				2	9,945	–	16	32,571	–

 Source: *Draft Relocation Impact Report* (Epic 2014).

¹ Easements required to accommodate elevated structures or overhead utility lines above a property.

– = Not Applicable

Qty = Quantity

APN = Assessor's Parcel Number

S. = South

Ave. = Avenue

sf = square feet

N/A = Not Available

TSM/TDM = Transportation System Management/Transportation Demand Management

**TABLE 6.3.2:
 Full Parcel Acquisitions Required for the TSM/TDM Alternative**

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5713031069	N/A	Pasadena	Vacant	1	8,020	–	0	0
Pasadena Subtotal				1	8,020	–	0	0
GRAND TOTAL				1	8,020	–	0	0

 Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

Qty = Quantity

APN = Assessor's Parcel Number

sf = square feet

Caltrans = California Department of Transportation

TSM/TDM = Transportation System Management/Transportation Demand Management

N/A = Not Available

TABLE 6.3.3:
Partial Parcel Acquisitions Required for the TSM/TDM Alternative

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced	
5344029021	511 S. Garfield Ave.	Alhambra	Commercial	1	815	–	–	–	
5344029029	501 S. Garfield Ave.	Alhambra	Commercial	1	206	–	–	–	
Alhambra Subtotal				2	1,021	–	–	–	
5708002803	N/A	Eagle Rock	Transportation/ Utilities	1	600	–	–	–	
Eagle Rock Subtotal				1	600	–	–	–	
5317030902	N/A	Pasadena	Public	1	9,135	–	–	–	
5713037051	265 W. California Blvd. (Nos. 1, 3, 5, 7, 9, 11, 13, 2, 4, 6, 8, 10, 12, and 14)	Pasadena	Residential	14	30	–	–	–	
5713037054									
5713037057									
5713037060									
5713037063									
5713037066									
5713037069									
5713037072									
5713037073									
5713037074									
5713037075	Pasadena Subtotal				15	9,165	–	–	–
5390012063	8960 Valley Blvd.	Rosemead	Commercial	1	59	–	–	–	
5391012043	8951 Valley Blvd.	Rosemead	Commercial	1	8	–	–	–	
5391015050	4134 Rosemead Blvd.	Rosemead	Commercial	1	40	–	–	–	
Rosemead Subtotal				3	107	–	–	–	
5361002902	N/A	San Gabriel	Public	1	1,111	–	–	–	
5368017014	N/A	San Gabriel	Vacant	1	46	–	–	–	
5368017015	702 S. Del Mar Ave.	San Gabriel	Commercial	1	896	–	–	–	
San Gabriel Subtotal				3	2,053	–	–	–	
5315005066	1137 Fremont Ave.	South Pasadena	Residential	1	76	–	–	–	
5315005067	1141 Fremont Ave.	South Pasadena	Residential	1	46	–	–	–	
5319002032	1401 Monterey Rd.	South Pasadena	Residential	1	243	–	–	–	
5321015018	1713 Garfield Ave.	South Pasadena	Vacant	1	117	–	–	–	
5321015020	2140 Huntington Dr.	South Pasadena	Commercial	1	610	–	–	–	
5321019009	2185 Huntington Dr.	South Pasadena	Commercial	1	712	–	–	–	
5321019022	1745 Garfield Ave.	South Pasadena	Commercial	1	873	–	–	–	
South Pasadena Subtotal				7	2,677	–	–	–	
GRAND TOTAL				31	15,623	–	–	–	

Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

APN = Assessor's Parcel Number

Ave. = Avenue

Blvd. = Boulevard

Dr. = Drive

N/A = Not Available

Nos. = Numbers

Qty = Quantity

Rd. = Road

S. = South

sf = square feet

TSM/TDM = Transportation System Management/Transportation Demand Management

W. = West

**TABLE 6.3.4:
 Easements Required for the BRT Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements			Temporary Construction Easements (TCEs)		
				Parcel Qty	Area (sf)	Type	Parcel Qty	Area (sf)	Months Required
5350013001	700 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	344	36
5350013004	704 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	303	36
5350013006	800 S. Atlantic Blvd.	Alhambra	Residential	-	-	-	1	272	36
5350013007	804 S. Atlantic Blvd.	Alhambra	Residential	-	-	-	1	284	36
5350013038	712 S. Atlantic Blvd.	Alhambra	Residential	-	-	-	6	41	36
5350013039	716 S. Atlantic Blvd.								
5350013040	718 S. Atlantic Blvd.								
5350013041	722 S. Atlantic Blvd.								
5350013042	726 S. Atlantic Blvd.								
5350013043	728 S. Atlantic Blvd.								
5350016037	1224 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	682	36
5350016038	1013 W. Valley Blvd.	Alhambra	Commercial	-	-	-	1	968	36
5350016040	1220 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	335	36
5350016046	1212 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	487	36
5350020018	801 S. Atlantic Blvd.	Alhambra	Residential	-	-	-	1	351	36
5350020019	805 S. Atlantic Blvd. No. 1	Alhambra	Residential	-	-	-	1	306	36
5350020020	809 S. Atlantic Blvd.	Alhambra	Residential	-	-	-	1	160	36
5350020032	701 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	2,633	36
5356018034	1415 S. Atlantic Blvd.	Alhambra	Commercial	-	-	-	1	57	36
5357001001	1000 W. Valley Blvd.	Alhambra	Commercial	-	-	-	1	804	36
5357001034	N/A	Alhambra	Commercial	-	-	-	1	90	36
Alhambra Subtotal				-	-	-	21	8,117	-
6341001017	318 S. Atlantic Blvd.	East Los Angeles	Commercial	-	-	-	1	237	36
East Los Angeles Subtotal				-	-	-	1	237	-
5261014026	808 E. Garvey Ave.	Monterey Park	Vacant	-	-	-	1	199	36
5253009800	1801 S. Atlantic Blvd.	Monterey Park	Transportation/ Utilities				1	1,313	36
5256003034	795 W. Garvey Ave.	Monterey Park	Commercial	-	-	-	1	700	36
5256003035	771 W. Garvey Ave.	Monterey Park	Commercial	-	-	-	1	8,335	36
5257001042	740 W. Garvey Ave.	Monterey Park	Commercial	-	-	-	1	213	36
5257001085	780 W. Garvey Ave.	Monterey Park	Commercial	-	-	-	1	1,316	36
Monterey Park Subtotal				-	-	-	6	12,076	-
5713028024	321 S. Fair Oaks Ave.	Pasadena	Commercial	-	-	-	1	502	36
5720002001	10 Pico St.	Pasadena	Commercial	-	-	-	1	230	36
Pasadena Subtotal				-	-	-	2	732	-
5318004024	606 Fair Oaks Ave.	South Pasadena	Commercial	-	-	-	1	3,650	36
5321015017	1709 Garfield Ave.	South Pasadena	Residential	-	-	-	1	20	36
5321015018	1713 Garfield Ave.	South Pasadena	Vacant	-	-	-	1	237	36
5321015020	2140 Huntington Dr.	South Pasadena	Commercial	-	-	-	1	600	36
5321019009	2185 Huntington Dr.	South Pasadena	Commercial	-	-	-	1	809	36
5321019022	1745 Garfield Ave.	South Pasadena	Commercial	-	-	-	1	771	36
South Pasadena Subtotal				-	-	-	6	6,087	-
GRAND TOTAL				-	-	-	36	27,249	-

Source: Draft Relocation Impact Report (Epic 2014).

- | | |
|--------------------------------|---------------------------------------|
| - = Not Applicable | No. = Number |
| APN = Assessor's Parcel Number | N/A = not available or not applicable |
| Apt. = Apartment | Qty = Quantity |
| Ave. = Avenue | Rd. = Road |
| Blvd. = Boulevard | RR = Railroad |
| BRT = Bus Rapid Transit | S. = South |
| Dr. = Drive | sf = square feet |
| E. = East | St. = Street |
| N. = North | W. = West |

**TABLE 6.3.5:
 Partial Parcel Acquisitions Required for the BRT Alternative**

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5338033023	707 W. Main St.	Alhambra	Commercial	1	79	–	0	0
5350013001	700 S. Atlantic Blvd.	Alhambra	Commercial	1	462	–	0	0
5350013004	704 S. Atlantic Blvd.	Alhambra	Commercial	1	415	–	0	0
5350013006	800 S. Atlantic Blvd.	Alhambra	Residential	1	184	0	–	–
5350013007	804 S. Atlantic Blvd.	Alhambra	Residential	1	134	0	–	–
5350016037	1224 S. Atlantic Blvd.	Alhambra	Commercial	1	975	–	0	0
5350016038	1013 W. Valley Blvd.	Alhambra	Commercial	1	1,292	–	0	0
5350016040	1220 S. Atlantic Blvd.	Alhambra	Commercial	1	23	–	0	0
5350020018	801 S. Atlantic Blvd.	Alhambra	Residential	1	221	0	–	–
5350020019	805 S. Atlantic Blvd. No. 1	Alhambra	Residential	1	95	0	–	–
5350020020	809 S. Atlantic Blvd.	Alhambra	Residential	1	6	0	–	–
5350020032	701 S. Atlantic Blvd.	Alhambra	Commercial	1	1,584	–	0	0
5357001001	1000 W. Valley Blvd.	Alhambra	Commercial	1	489	–	0	0
Alhambra Subtotal				13	5,959	0	0	0
6341001017	318 S. Atlantic Blvd.	East Los Angeles	Commercial	1	213	–	0	0
6341001038	300 S. Atlantic Blvd.	East Los Angeles	Commercial	1	878	–	0	0
East Los Angeles Subtotal				2	1,091	0	0	0
5256003034	795 W. Garvey Ave.	Monterey Park	Commercial	1	1,279	–	0	0
5256003035	771 W. Garvey Ave.	Monterey Park	Commercial	1	586	–	0	0
5257001042	740 W. Garvey Ave.	Monterey Park	Commercial	1	25	–	0	0
5257001085	780 W. Garvey Ave.	Monterey Park	Commercial	1	916	–	0	0
5261014026	808 E. Garvey Ave.	Monterey Park	Vacant	1	97	–	0	0
Monterey Park Subtotal				5	2,903	0	0	0
5713028024	321 S. Fair Oaks Ave.	Pasadena	Commercial	1	269	–	0	0
5720002001	10 Pico St.	Pasadena	Commercial	1	26	–	0	0
Pasadena Subtotal				2	295	0	0	0
5318004022	718 Fair Oaks Ave.	South Pasadena	Commercial	1	26	–	0	0
5318004024	606 Fair Oaks Ave.	South Pasadena	Commercial	1	1,195	–	0	0
5318015036	900 Fair Oaks Ave.	South Pasadena	Commercial	1	332	–	0	0
5319002034	1213 N. Fair Oaks Ave.	South Pasadena	Commercial	1	142	–	0	0
5319006025	1540 Laurel St.	South Pasadena	Residential	1	90	0	0	0
5319007036	1520 Spruce St. (Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12)	South Pasadena	Residential	12	31	–	–	–
5319007037								
5319007038								
5319007039								
5319007040								
5319007041								
5319007042								
5319007043								
5319007044								
5319007045								
5319007046								
5319007047								
5320005023	1414 Fair Oaks Ave.	South Pasadena	Commercial	1	70	–	0	0
5320007020	1600 Fair Oaks Ave.	South Pasadena	Residential	1	30	0	–	–
5321015018	1713 Garfield Ave.	South Pasadena	Vacant	1	117	–	0	0
5321015020	2140 Huntington Dr.	South Pasadena	Commercial	1	610	–	0	0
5321019009	2185 Huntington Dr.	South Pasadena	Commercial	1	467	–	0	0
5321019022	1745 Garfield Ave.	South Pasadena	Commercial	1	642	–	0	0
South Pasadena Subtotal				23	3,726	0	0	0
GRAND TOTAL				45	13,974	0	0	0

 Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

APN = Assessor's Parcel Number

Ave. = Avenue

Blvd. = Boulevard

BRT = Bus Rapid Transit

Dr. = Drive

E. = East

N. = North

No. = Number

Qty = Quantity

S. = South

sf = square feet

St. = Street

W. = West

TABLE 6.3.6:
Easements Required for the LRT Alternative

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5339001001	212 N. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	2,013	-	-	-
5339001036	208 N. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	674	-	-	-
5339001037	2525 Birch St.	Alhambra	Residential	-	-	-	-	1	1,289	-	-	-
5339002011	100 N. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	2,120	-	-	-
5339002015	2526 Birch St.	Alhambra	Residential	-	-	-	-	1	2,083	-	-	-
5339003010	2526 W. Grand Ave.	Alhambra	Residential	-	-	-	-	1	1,635	-	-	-
5339003011	14 N. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	631	-	-	-
5339003044	2551 W. Main St.	Alhambra	Commercial	-	-	-	-	1	1,116	-	-	-
5339004013	112 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	546	-	-	-
5339004014	110 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	515	-	-	-
5339004015	104 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	500	-	-	-
5339004016	100 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	480	-	-	-
5339004017	34 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	477	-	-	-
5339004018	28 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	480	-	-	-
5339004019	26 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	463	-	-	-
5339004020	22 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	501	-	-	-
5339004021	18 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	257	-	-	-
5339004028	12 S. Fremont Ave.	Alhambra	Commercial	-	-	-	-	1	396	-	-	-
5339004029	2550 W. Main St.	Alhambra	Commercial	-	-	-	-	1	451	-	-	-
5339005014	230 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	800	-	-	-
5339005015	224 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	718	-	-	-
5339005016	220 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	594	-	-	-
5339005017	216 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	592	-	-	-
5339005018	212 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	563	-	-	-
5339005019	208 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	612	-	-	-
5339005020	204 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	545	-	-	-
5339005021	200 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	531	-	-	-
5339005022	128 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	549	-	-	-
5339005023	126 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	518	-	-	-
5339005024	120 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	550	-	-	-
5339005025	116 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	549	-	-	-
5342005904	900 S. Fremont Ave.	Alhambra	Commercial	-	-	1	9,350	-	-	1	43,344	2
5342006001	430 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	396	-	-	-
5342006004	500 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	630	-	-	-
5342006005	504 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	855	-	-	-
5342006006	512 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	436	-	-	-
5342006007	516 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	441	-	-	-

**TABLE 6.3.6:
 Easements Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5342006035	438 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	612	-	-	-
5342006036	2521 W. Commonwealth Ave.	Alhambra	Commercial	-	-	-	-	1	1,824	-	-	-
5342007003	308 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	480	-	-	-
5342007004	312 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	485	-	-	-
5342007005	316 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	491	-	-	-
5342007006	320 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	496	-	-	-
5342007007	N/A	Alhambra	Residential	-	-	-	-	1	502	-	-	-
5342007008	322 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	507	-	-	-
5342007009	326 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	512	-	-	-
5342007010	328 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	518	-	-	-
5342007011	340 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	523	-	-	-
5342007012	402 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	529	-	-	-
5342007013	406 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	534	-	-	-
5342007014	410 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	539	-	-	-
5342007015	414 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	544	-	-	-
5342007016	418 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	550	-	-	-
5342007017	422 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	556	-	-	-
5342007018	426 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	562	-	-	-
5342007037	304 S. Fremont Ave.	Alhambra	Residential	-	-	-	-	1	902	-	-	-
5342031001	1100 S. Meridian Ave.	Alhambra	Industrial	-	-	-	-	1	22,462	-	-	-
5342031004	1003 S. Fremont Ave.	Alhambra	Industrial	-	-	-	-	1	11,285	-	-	-
5342031012	901 S. Fremont Ave. (Nos. 108, 118, 128, 138, 148, 158, 168, 178, 208, 218, 228, 238, 248, 258, 268, and 278) and 919 S. Fremont Ave. (Nos. 308, 318, 328, 338, 348, 358, 368, 378, 388, and 398)	Alhambra	Industrial	-	-	-	-	26	4,854	-	-	-
5342031013												
5342031014												
5342031015												
5342031016												
5342031017												
5342031018												
5342031019												
5342031020												
5342031021												
5342031022												
5342031023												
5342031024												
5342031025												
5342031026												
5342031027												

**TABLE 6.3.6:
 Easements Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)				
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required		
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)					
5342031028														
5342031029														
5342031030														
5342031031														
5342031032														
5342031033														
5342031034														
5342031035														
5342031036														
5342031037														
5342031038	1021 S. Fremont Ave.	Alhambra	Industrial	-	-	-	-	1	208	-	-	-		
5342031039	1105 S. Fremont Ave.	Alhambra	Industrial	-	-	-	-	1	5,471	-	-	-		
5342031042	1011 S. Fremont Ave.	Alhambra	Industrial	-	-	-	-	1	12,915	-	-	-		
5342032801	N/A	Alhambra	Industrial	-	-	-	-	1	1,629	-	-	-		
5342033007	1124 Westminster Ave.	Alhambra	Industrial	-	-	-	-	1	18,414	-	-	-		
5342033008	1112 Westminster Ave.	Alhambra	Industrial	-	-	-	-	1	316	-	-	-		
5342033014	1101 S. Meridian Ave.	Alhambra	Industrial	-	-	-	-	1	1,205	-	-	-		
5342033015	1121 S. Meridian Ave.	Alhambra	Industrial	-	-	-	-	1	18,325	-	-	-		
5342033802	N/A	Alhambra	Transportation/ Utilities	-	-	-	-	1	1,314	-	-	-		
5342034008	1119 Westminster Ave.	Alhambra	Industrial	-	-	-	-	1	28,859	-	-	-		
5342034017	1135 Westminster Ave. (Suites A, B, C, D, E, F, G, H, I, J, K, L, and M) and 1139 Westminster Ave. (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, and P)	Alhambra	Industrial	-	-	-	-	29	2,607	-	-	-		
5342034018														
5342034019														
5342034020														
5342034021														
5342034022														
5342034023														
5342034024														
5342034025														
5342034026														
5342034027														
5342034028														
5342034029														

**TABLE 6.3.6:
 Easements Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5342034030												
5342034031												
5342034032												
5342034033												
5342034034												
5342034035												
5342034036												
5342034037												
5342034038												
5342034039												
5342034040												
5342034041												
5342034042												
5342034043												
5342034044												
5342034045												
5342034048	3201 W. Mission Rd.	Alhambra	Industrial	–	–	–	–	1	60,447	–	–	–
5342034049	N/A	Alhambra	Industrial	–	–	–	–	1	17,672	–	–	–
5342034050	N/A	Alhambra	Vacant	–	–	–	–	1	12,212	–	–	–
5351030032	3215 Front St.	Alhambra	Residential	–	–	–	–	1	14	–	–	–
5351030801	N/A	Alhambra	Transportation/ Utilities	–	–	–	–	1	1,290	–	–	–
Alhambra Subtotal				–	–	1	9,350	127	259,671	1	43,344	–
5235017046	617 N. Mednik Ave.	East Los Angeles	Commercial	1	599	–	–	–	–	–	–	–
East Los Angeles Subtotal				1	599	–	–	–	–	–	–	–
A4136	N/A	El Sereno	N/A	–	–	–	–	1	6,387	–	–	–
3001	N/A	El Sereno	Vacant	–	–	–	–	1	4,099	–	–	–
3006	N/A	El Sereno	Vacant	–	–	–	–	1	31,397	–	–	–
3008	N/A	El Sereno	N/A	–	–	–	–	1	112	–	–	–
61314	N/A	El Sereno	Industrial	–	–	–	–	1	31,010	–	–	–
5220032803	N/A	El Sereno	Commercial	–	–	–	–	1	5,874	–	–	–
5223034908	2110 Lansdowne Ave.	El Sereno	Institutional	–	–	–	–	–	N/A	1	72,648	1
El Sereno Subtotal				–	–	–	–	6	78,879	1	72,648	–
5225031016	N/A	Monterey Park	Vacant	1	1,527	–	–	–	–	1	408	1
5225031018	101 Lincoln Way	Monterey Park	Commercial	1	4,218	–	–	–	–	1	26,419	1
5237023906	N/A	Monterey Park	Public	1	3,481	–	–	–	–	1	7,848	24
5237024017	1255 Corporate Center Dr.	Monterey Park	Commercial	1	19,649	–	–	–	–	1	93,711	24

**TABLE 6.3.6:
 Easements Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5237024025	2625 Corporate Pl.	Monterey Park	Commercial	1	5,486	-	-	-	-	1	22,807	24
5237024029	2630 Corporate Pl.	Monterey Park	Industrial	1	7,545	-	-	-	-	1	18,100	24
5237024055	1588 Corporate Center Dr.	Monterey Park	Commercial	1	9,167	-	-	-	-	1	16,168	24
5237024056	2530 Corporate Pl.	Monterey Park	Commercial	1	10,247	-	-	-	-	1	24,582	24
5237024059	N/A	Monterey Park	Commercial	1	3,821	-	-	-	-	1	23,832	24
5237024807	1600 Corporate Center Dr.	Monterey Park	Commercial	1	20,892	-	-	-	-	1	56,192	24
5237024808	N/A	Monterey Park	Commercial	1	1,478	-	-	-	-	1	2,974	24
Monterey Park Subtotal				11	87,511	-	-	-	-	11	293,041	-
5317029001	N/A	Pasadena	Vacant	-	-	-	-	1	88	-	-	-
5317029900	1180 N. Fair Oaks Ave.	Pasadena	Public	-	-	-	-	1	336	-	-	-
5317029902	N/A	Pasadena	Public	-	-	-	-	1	4,415	-	-	-
5317029903	N/A	Pasadena	Transportation/ Utilities	-	-	-	-	1	5,879	-	-	-
5317030901	N/A	Pasadena	Public	-	-	-	-	1	135	-	-	-
5720004804	901 S. Raymond Ave.	Pasadena	Transportation/ Utilities	-	-	-	-	1	10,206	-	-	-
5720005003	990 S. Fair Oaks Ave.	Pasadena	Commercial	-	-	-	-	1	8,096	-	-	-
5720005004	969 S. Raymond Ave.	Pasadena	Industrial	-	-	-	-	1	727	-	-	-
5720005005	N/A	Pasadena	Commercial	-	-	-	-	1	2,304	-	-	-
5720005006	959 S. Raymond Ave.	Pasadena	Commercial	-	-	-	-	1	3,830	-	-	-
5720005007	953 S. Raymond Ave.	Pasadena	Industrial	-	-	-	-	1	4,181	-	-	-
5720005008	943 S. Raymond Ave.	Pasadena	Industrial	-	-	-	-	1	4,854	-	-	-
5720005012	888 S. Fair Oaks Ave.	Pasadena	Industrial	-	-	-	-	1	4,654	-	-	-
5720006026	1000 S. Fair Oaks Ave.	Pasadena	Commercial	-	-	-	-	1	7,825	-	-	-
5720006027	1038 S. Fair Oaks Ave.	Pasadena	Commercial	-	-	-	-	1	13,097	-	-	-
5720006028	1060 S. Fair Oaks Ave.	Pasadena	Commercial	-	-	-	-	1	3,241	-	-	-
Pasadena Subtotal				-	-	-	-	16	73,868	-	-	-
5319001901	N/A	South Pasadena	Public	-	-	-	-	1	34,863	-	-	-
5319001902	N/A	South Pasadena	Public	-	-	-	-	1	109,725	-	-	-
5319009023	1432 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	3,253	-	-	-
5319009024	1428 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	5,802	-	-	-
5319009025	1424 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	56	-	-	-
5319009036	1499 Huntington Dr.	South Pasadena	Commercial Services	-	-	-	-	1	111,274	-	-	-
5319010006	1421 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	383	-	-	-
5319010007	1425 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	5,888	-	-	-
5319010008	1429 Oneonta Knl.	South Pasadena	Residential	-	-	-	-	1	3,141	-	-	-

TABLE 6.3.6:
Easements Required for the LRT Alternative

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Aerial ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5319010024	1422 Beech St.	South Pasadena	Residential	-	-	-	-	1	3,387	-	-	-
5319010025	1418 Beech St.	South Pasadena	Residential	-	-	-	-	1	5,980	-	-	-
5319010026	1414 Beech St.	South Pasadena	Residential	-	-	-	-	1	808	-	-	-
5319011003	1409 Beech St.	South Pasadena	Residential	-	-	-	-	1	1,903	-	-	-
5319011004	1415 Beech St.	South Pasadena	Residential	-	-	-	-	1	5,987	-	-	-
5319011005	1417 Beech St.	South Pasadena	Residential	-	-	-	-	1	2,449	-	-	-
5319011027	1414 Maple St.	South Pasadena	Residential	-	-	-	-	1	2	-	-	-
5319011028	1412 Maple St.	South Pasadena	Residential	-	-	-	-	1	2,396	-	-	-
5319011029	1408 Maple St.	South Pasadena	Residential	-	-	-	-	1	5,665	-	-	-
5319011030	1404 Maple St.	South Pasadena	Residential	-	-	-	-	1	2,105	-	-	-
5319013001	2000 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	3,838	-	-	-
5319013002	2004 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	3,726	-	-	-
5319013004	2012 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	2,254	-	-	-
5319013005	2016 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	1,629	-	-	-
5319013006	2020 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	1,863	-	-	-
5319013007	2030 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	817	-	-	-
5319013008	2040 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	137	-	-	-
5319013009	2042 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	170	-	-	-
5319013010	2046 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	223	-	-	-
5319013011	2050 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	280	-	-	-
5319013012	2054 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	336	-	-	-
5319013013	2060 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	435	-	-	-
5319013035	2064 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	504	-	-	-
5319013036	2070 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	828	-	-	-
5319013047	2008 Fremont Ave.	South Pasadena	Residential	-	-	-	-	1	2,931	-	-	-
South Pasadena Subtotal				-	-	-	-	34	225,038	-	-	-
GRAND TOTAL				12	88,110	1	9,350	183	637,436	13	409,033	-

Source: Draft Relocation Impact Report (Epic 2014).

¹ Easements required to accommodate elevated structures or overhead utility lines above a property.

² Easements required to accommodate underground utility lines or underground structures not directly related to tunnels beneath a property.

³ Easements required to accommodate tunnel structures beneath a property.

- = Not Applicable No. = Number S. = South
 Ave. = Avenue N/A = Not Available sf = square feet
 Knl. = Knoll Pl. = Place St. = Street
 LRT = Light Rail Transit Qty = Quantity W. = West
 N. = North Rd. = Road

TABLE 6.3.7:
Full Parcel Acquisitions Required for the LRT Alternative

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5342005914	2500 W. Commonwealth Ave.	Alhambra	Commercial	1	123,192	–	30	1
Alhambra Subtotal				1	123,192	–	30	1
5250024034	155 S. Mednik Ave.	East Los Angeles	Commercial	1	5,701	–	10	0
5250024035	149 S. Mednik Ave.	East Los Angeles	Commercial	1	5,701	–	20	2
5250024044	201 S. Mednik Ave.	East Los Angeles	Commercial	1	8,544	–	20	3
5250024045	N/A	East Los Angeles	Commercial	1	2,852	–	0	0
5250024048	131 S. Mednik Ave.	East Los Angeles	Commercial	1	11,397	–	15	5
5250024049	147 S. Mednik Ave.	East Los Angeles	Commercial	1	5,696	–	0	0
5250024050	143 S. Mednik Ave.	East Los Angeles	Commercial	1	2,847	–	10	0
5250024051	141 S. Mednik Ave.	East Los Angeles	Commercial	1	2,846	–	10	0
5250025030	207 S. Mednik Ave.	East Los Angeles	Commercial	1	2,851	–	10	0
5250025033	N/A	East Los Angeles	Commercial	1	2,778	–	0	0
5250025034	N/A	East Los Angeles	Commercial	1	2,812	–	10	1
5250025035	211 S. Mednik Ave.	East Los Angeles	Commercial	1	5,708	–	10	1
5250025036	211 S. Mednik Ave.	East Los Angeles	Commercial	1	5,715	–	0	0
5250025037	249 S. Mednik Ave.	East Los Angeles	Commercial	1	5,134	–	20	2
5250025038	249 S. Mednik Ave.	East Los Angeles	Commercial	1	5,451	–	0	0
5250025039	223 S. Mednik Ave.	East Los Angeles	Commercial	1	17,184	–	20	1
East Los Angeles Subtotal				16	93,217	–	155	15
5237024033	1455 Monterey Pass Rd. (Suite Nos. 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 210, 209, 208, 207, 206, 205, 204, 203, 202, and 201)	Monterey Park	Commercial	20	69,361	–	50	20
5237024034								
5237024035								
5237024036								
5237024037								
5237024038								
5237024039								
5237024040								
5237024041								
5237024042								
5237024043								
5237024044								
5237024045								
5237024046								
Monterey Park Subtotal				20	69,361	–	50	20
5720010008	700 S. Raymond Ave.	Pasadena	Industrial	1	37,361	–	55	6
5720010009	N/A	Pasadena	Commercial	1	2,690	–	0	0
5720011008	N/A	Pasadena	Industrial	1	11,244	–	5	1
5720011013	686 S. Raymond Ave.	Pasadena	Industrial	1	14,137	–	0	0
5720011014	686 S. Raymond Ave.	Pasadena	Industrial	1	6,749	–	5	1
5720011016	N/A	Pasadena	Industrial	1	14,997	–	40	1
Pasadena Subtotal				6	87,178	–	105	9
5318015003	1014 Fair Oaks Ave.	South Pasadena	Commercial	1	3,862	–	8	1
5318015004	1008 Fair Oaks Ave.	South Pasadena	Commercial	1	11,547	–	32	4
5318015005	1000 Fair Oaks Ave.	South Pasadena	Commercial	1	7,643	–	0	0
5318015006	1000 Fair Oaks Ave.	South Pasadena	Commercial	1	9,160	–	40	2
5318015007	1001 Brent Ave.	South Pasadena	Commercial	1	8,411	–	0	0
5318015008	1005 Brent Ave.	South Pasadena	Commercial	1	8,412	–	0	0
5318015009	1009 Brent Ave.	South Pasadena	Commercial	1	7,723	–	0	0
5318015017	900 Fair Oaks Ave.	South Pasadena	Commercial	1	26,838	–	0	0
5318015036	900 Fair Oaks Ave.	South Pasadena	Commercial	1	37,197	–	80	3
5319008008	1510 Huntington Dr.	South Pasadena	Commercial	1	12,465	–	35	3

**TABLE 6.3.7:
 Full Parcel Acquisitions Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5319009003	N/A	South Pasadena	Commercial	1	3,181	–	0	0
5319009004	1431 Huntington Dr.	South Pasadena	Commercial	1	8,714	–	10	1
5319009005	1439 Huntington Dr.	South Pasadena	Commercial	1	8,714	–	20	3
5319009033	1445 Huntington Dr.	South Pasadena	Commercial	1	12,285	–	40	10
5319009037	1401 Huntington Dr.	South Pasadena	Commercial	1	53,464	–	40	1
South Pasadena Subtotal				15	219,616	–	305	28
GRAND TOTAL				58	592,564	–	645	73

Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable Qty = Quantity
 APN = Assessor's Parcel Number Rd. = Road
 Ave. = Avenue S. = South
 Dr. = Drive sf = square feet
 LRT = Light Rail Transit Ste. = Suite
 N/A = Not Available

**TABLE 6.3.8:
 Partial Parcel Acquisitions Required for the LRT Alternative**

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5351001021	3201 W. Valley Blvd.	Alhambra	Commercial	1	282	0	0	0
Alhambra Subtotal				1	282	0	0	0
5235017046	617 N. Mednik Ave.	East Los Angeles	Commercial	1	25	0	0	0
5251008907	4919 E. Cesar E. Chavez Ave.	East Los Angeles	Residential	1	457	0	0	0
5251009906	4800 E. Cesar E. Chavez Ave.	East Los Angeles	Commercial	1	343	0	0	0
East Los Angeles Subtotal				3	825	0	0	0
5223034908	2110 Lansdown Ave.	El Sereno	Institutional	1	131,766	0	0	0
El Sereno Subtotal				1	131,766	0	0	0
5225031018	101 Lincoln Way	Monterey Park	Commercial	1	601	0	0	0
5225031913	N/A	Monterey Park	Public	1	1,532	0	0	0
5225031916	4500 E. City Hall Dr.	Monterey Park	Public	1	32,379	0	0	0
5237024056	2530 Corporate Pl.	Monterey Park	Commercial	1	32,058	0	0	0
Monterey Park Subtotal				4	66,570	0	0	0
5720009011	750 S. Raymond Ave.	Pasadena	Commercial	1	93	0	0	0
Pasadena Subtotal				1	93	0	0	0
5319008009	1811 Fair Oaks Ave.	South Pasadena	Commercial	1	483	0	0	0
South Pasadena Subtotal				1	483	0	0	0
GRAND TOTAL				11	200,019	0	0	0

Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable No. = Number
 Ave. = Avenue Pl. = Place
 Blvd. = Boulevard Qty = Quantity
 Dr. = Drive Rd. = Road
 E. = East S. = South
 LRT = Light Rail Transit sf = square feet
 N/A = Not Available W. = West

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5351001007	1407 Westmont Dr.	Alhambra	Residential	-	-	1	1,265	-	-	-	-	-
5351001008	1409 Westmont Dr.	Alhambra	Residential	-	-	1	2,576	-	-	-	-	-
5351001009	1415 Westmont Dr.	Alhambra	Residential	-	-	1	2,590	-	-	-	-	-
5351001010	1417 Westmont Dr.	Alhambra	Residential	-	-	1	2,684	-	-	-	-	-
5351001011	1421 Westmont Dr.	Alhambra	Residential	-	-	1	2,711	-	-	-	-	-
5351001012	1501 Westmont Dr.	Alhambra	Residential	-	-	1	2,791	-	-	-	-	-
5351001013	1505 Westmont Dr.	Alhambra	Residential	-	-	1	2,926	-	-	-	-	-
5351001014	1509 Westmont Dr.	Alhambra	Residential	-	-	1	3,093	-	-	-	-	-
5351001015	1515 Westmont Dr.	Alhambra	Residential	-	-	1	3,163	-	-	-	-	-
5351001016	1517 Westmont Dr.	Alhambra	Residential	-	-	1	3,043	-	-	-	-	-
5351001017	N/A	Alhambra	Commercial	-	-	1	2,882	-	-	-	-	-
5351001021	3201 W. Valley Blvd.	Alhambra	Commercial	-	-	1	10,585	-	-	-	-	-
5351017020	1809 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017021	1805 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017022	1801 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017023	1725 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017024	1721 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017025	1717 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017026	1715 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017027	1709 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017028	1705 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017029	1701 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017030	1643 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017031	1633 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017033	1625 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017034	1619 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	388	12
5351017035	1615 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017036	1609 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	355	12
5351017039	1635 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	800	12
5351017040	1623 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	412	12
5351017042	3200 W. Valley Blvd.	Alhambra	Commercial	-	-	-	-	-	-	1	1,409	12
5351018031	3325 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	293	24
5351018032	3329 W. Hellman Ave.	Alhambra	Vacant	-	-	-	-	-	-	1	320	24
5351018037	3333 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	408	24
5352003001	3336 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	481	24
5352003002	3332 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	480	24

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5352003003	3328 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	342	24
5352037904	N/A	Alhambra	Public	1	14,368	-	-	-	-	1	615,287	24
Alhambra Subtotal				1	14,368	12	40,309	-	-	26	627,775	-
3003	N/A	El Sereno	Industrial	-	-	-	-	1	38,860	-	-	-
18503	N/A	El Sereno	Vacant	-	-	-	-	1	240	-	-	-
18513	N/A	El Sereno	Vacant	-	-	-	-	1	3,103	-	-	-
18521	N/A	El Sereno	Residential	-	-	-	-	1	4,113	-	-	-
18522	N/A	El Sereno	Residential	-	-	-	-	1	4,298	-	-	-
18548	N/A	El Sereno	Residential	-	-	-	-	1	4,664	-	-	-
18549	N/A	El Sereno	Residential	-	-	-	-	1	3,085	-	-	-
18554	N/A	El Sereno	Residential	-	-	-	-	1	2,593	-	-	-
18555	N/A	El Sereno	Vacant	-	-	-	-	1	2,598	-	-	-
18556	N/A	El Sereno	Residential	-	-	-	-	1	2,603	-	-	-
18557	N/A	El Sereno	Residential	-	-	-	-	1	2,608	-	-	-
18558	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18559	N/A	El Sereno	Residential	-	-	-	-	1	2,618	-	-	-
18560	N/A	El Sereno	Residential	-	-	-	-	1	2,623	-	-	-
18561	N/A	El Sereno	Vacant	-	-	-	-	1	2,628	-	-	-
18562	N/A	El Sereno	Residential	-	-	-	-	1	2,572	-	-	-
18563	N/A	El Sereno	Residential	-	-	-	-	1	2,579	-	-	-
18564	N/A	El Sereno	Residential	-	-	-	-	1	2,584	-	-	-
18565	N/A	El Sereno	Residential	-	-	-	-	1	2,908	-	-	-
18566	N/A	El Sereno	Residential	-	-	-	-	1	3,244	-	-	-
18567	N/A	El Sereno	Residential	-	-	-	-	1	3,252	-	-	-
18568	N/A	El Sereno	Residential	-	-	-	-	1	3,260	-	-	-
18583	N/A	El Sereno	Residential	-	-	-	-	1	4,815	-	-	-
18584	N/A	El Sereno	Residential	-	-	-	-	1	3,061	-	-	-
18611	N/A	El Sereno	Residential	-	-	-	-	1	4,664	-	-	-
18612	N/A	El Sereno	Residential	-	-	-	-	1	3,080	-	-	-
18614	N/A	El Sereno	Residential	-	-	-	-	1	2,585	-	-	-
18615	N/A	El Sereno	Residential	-	-	-	-	1	2,589	-	-	-
18616	N/A	El Sereno	Residential	-	-	-	-	1	2,594	-	-	-
18617	N/A	El Sereno	Residential	-	-	-	-	1	2,599	-	-	-
18618	N/A	El Sereno	Residential	-	-	-	-	1	2,603	-	-	-
18619	N/A	El Sereno	Residential	-	-	-	-	1	2,608	-	-	-
18620	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18621	N/A	El Sereno	Residential	-	-	-	-	1	2,598	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
18622	N/A	El Sereno	Residential	-	-	-	-	1	2,566	-	-	-
18623	N/A	El Sereno	Residential	-	-	-	-	1	2,571	-	-	-
18624	N/A	El Sereno	Residential	-	-	-	-	1	2,575	-	-	-
18625	N/A	El Sereno	Residential	-	-	-	-	1	2,567	-	-	-
18626	N/A	El Sereno	Residential	-	-	-	-	1	2,906	-	-	-
18627	N/A	El Sereno	Residential	-	-	-	-	1	2,912	-	-	-
18628	N/A	El Sereno	Residential	-	-	-	-	1	2,917	-	-	-
18629	N/A	El Sereno	Residential	-	-	-	-	1	2,923	-	-	-
18630	N/A	El Sereno	Residential	-	-	-	-	1	4,758	-	-	-
18631	N/A	El Sereno	Residential	-	-	-	-	1	3,062	-	-	-
30505	N/A	El Sereno	Open Space	-	-	-	-	1	7,299	-	-	-
30561	N/A	El Sereno	Residential	-	-	-	-	1	4,792	-	-	-
30562	N/A	El Sereno	Residential	-	-	-	-	1	3,045	-	-	-
30565	N/A	El Sereno	Residential	-	-	-	-	1	2,938	-	-	-
30566	N/A	El Sereno	Residential	-	-	-	-	1	2,963	-	-	-
30567	N/A	El Sereno	Residential	-	-	-	-	1	2,969	-	-	-
30568	N/A	El Sereno	Residential	-	-	-	-	1	2,975	-	-	-
30569	N/A	El Sereno	Residential	-	-	-	-	1	2,980	-	-	-
30570	N/A	El Sereno	Residential	-	-	-	-	1	2,986	-	-	-
30571	N/A	El Sereno	Residential	-	-	-	-	1	2,992	-	-	-
30572	N/A	El Sereno	Residential	-	-	-	-	1	2,931	-	-	-
30573	N/A	El Sereno	Residential	-	-	-	-	1	3,265	-	-	-
30574	N/A	El Sereno	Residential	-	-	-	-	1	3,272	-	-	-
30575	N/A	El Sereno	Residential	-	-	-	-	1	3,338	-	-	-
30576	N/A	El Sereno	Residential	-	-	-	-	1	3,501	-	-	-
30577	N/A	El Sereno	Residential	-	-	-	-	1	3,606	-	-	-
30578	N/A	El Sereno	Residential	-	-	-	-	1	2,707	-	-	-
30579	N/A	El Sereno	Residential	-	-	-	-	1	5,474	-	-	-
30580	N/A	El Sereno	Residential	-	-	-	-	1	611	-	-	-
30602	N/A	El Sereno	Residential	-	-	-	-	1	3,259	-	-	-
30603	N/A	El Sereno	Residential	-	-	-	-	1	6,720	-	-	-
30604	N/A	El Sereno	Residential	-	-	-	-	1	730	-	-	-
30608	N/A	El Sereno	Residential	-	-	-	-	1	3,600	-	-	-
30609	N/A	El Sereno	Residential	-	-	-	-	1	3,600	-	-	-
30610	N/A	El Sereno	Residential	-	-	-	-	1	3,599	-	-	-
30611	N/A	El Sereno	Residential	-	-	-	-	1	3,600	-	-	-
30612	N/A	El Sereno	Residential	-	-	-	-	1	3,599	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
30613	N/A	El Sereno	Residential	-	-	-	-	1	3,678	-	-	-
30620	N/A	El Sereno	Residential	-	-	-	-	1	3,568	-	-	-
30621	N/A	El Sereno	Residential	-	-	-	-	1	6,281	-	-	-
30627	N/A	El Sereno	Residential	-	-	-	-	1	5,302	-	-	-
30628	N/A	El Sereno	Residential	-	-	-	-	1	2,913	-	-	-
30635	N/A	El Sereno	Vacant	-	-	-	-	1	3,301	-	-	-
30636	N/A	El Sereno	Residential	-	-	-	-	1	3,493	-	-	-
30638	N/A	El Sereno	Residential	-	-	-	-	1	2,302	-	-	-
30639	N/A	El Sereno	Residential	-	-	-	-	1	4,652	-	-	-
30654	N/A	El Sereno	Open Space	-	-	-	-	1	2,741	-	-	-
30655	N/A	El Sereno	Residential	-	-	-	-	1	6,090	-	-	-
30656	N/A	El Sereno	Residential	-	-	-	-	1	39	-	-	-
30660	N/A	El Sereno	Open Space	-	-	-	-	1	141	-	-	-
30661	N/A	El Sereno	Commercial	-	-	-	-	1	4,964	-	-	-
47417	N/A	El Sereno	Residential	-	-	-	-	1	882	-	-	-
48102	N/A	El Sereno	Residential	-	-	-	-	1	6,969	-	-	-
48104	N/A	El Sereno	Residential	-	-	-	-	1	3,542	-	-	-
48105	N/A	El Sereno	Residential	-	-	-	-	1	3,617	-	-	-
48106	N/A	El Sereno	Residential	-	-	-	-	1	3,660	-	-	-
48107	N/A	El Sereno	Residential	-	-	-	-	1	3,615	-	-	-
48108	N/A	El Sereno	Residential	-	-	-	-	1	3,612	-	-	-
48112	N/A	El Sereno	Residential	-	-	-	-	1	5,110	-	-	-
48130	N/A	El Sereno	Residential	-	-	-	-	1	2,179	-	-	-
48132	N/A	El Sereno	Residential	-	-	-	-	1	1,592	-	-	-
48134	N/A	El Sereno	Residential	-	-	-	-	1	1,167	-	-	-
48141	N/A	El Sereno	Residential	-	-	-	-	1	3,239	-	-	-
48143	N/A	El Sereno	Residential	-	-	-	-	1	3,649	-	-	-
61314	N/A	El Sereno	Residential	-	-	1	51	-	-	-	-	-
68147	N/A	El Sereno	Residential	-	-	-	-	1	1,005	-	-	-
5220027004	N/A	El Sereno	Vacant	-	-	-	-	1	3,749	-	-	-
5220027901	N/A	El Sereno	Public	-	-	-	-	1	740	-	-	-
5220028800	N/A	El Sereno	Transportation/Utilities	-	-	-	-	1	27	-	-	-
5220034002	5555 Valley Blvd.	El Sereno	Industrial	-	-	1	61,317	-	-	1	3,617	36
5220034003	5501 Valley Blvd.	El Sereno	Commercial	-	-	-	-	-	-	1	836	36
5220034004	5561 Valley Blvd.	El Sereno	Industrial	-	-	1	6,574	-	-	-	-	-
5220034900	N/A	El Sereno	Public	-	-	1	689	-	-	-	-	-
5221013018	2350 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	210	12

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5221013019	2338 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	402	12
5221013020	2330 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	398	12
5221013021	2314 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	422	12
5221013023	N/A	El Sereno	Vacant	-	-	-	-	-	-	1	402	12
5221013024	2342 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	402	12
5221013025	2334 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221013026	2326 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	399	12
5221013027	2322 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	404	12
5221013028	2318 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	411	12
5221013029	2306 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	717	12
5221013030	2300 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	602	12
5221013038	5530 Valley Blvd.	El Sereno	Commercial	-	-	-	-	-	-	1	456	36
5221014003	N/A	El Sereno	Residential	-	-	-	-	-	-	1	200	12
5221014004	2280 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014005	2276 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014006	2272 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014007	2268 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	408	12
5221014023	2292 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	406	12
5221014024	2288 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	607	12
5221014913	Highbury Ave.	El Sereno	Public	1	2,546	-	-	-	-	1	8,052	24
5223034908	2110 Lansdowne Ave.	El Sereno	Institutional	1	1,803	-	-	-	-	1	7,023	12
5309021001	4531 Alpha St.	El Sereno	Residential	-	-	-	-	1	3,322	-	-	-
5309021002	4527 Alpha St.	El Sereno	Residential	-	-	-	-	1	5,458	-	-	-
5309021003	N/A	El Sereno	Residential	-	-	-	-	1	1,825	-	-	-
5309021004	4517 Alpha St.	El Sereno	Residential	-	-	-	-	1	3,649	-	-	-
5309021005	4511 Alpha St.	El Sereno	Residential	-	-	-	-	1	3,649	-	-	-
5309021007	4501 Alpha St.	El Sereno	Residential	-	-	-	-	1	3,613	-	-	-
5309021009	4447 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,903	-	-	-
5309021010	4441 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,610	-	-	-
5309021011	4437 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,316	-	-	-
5309021012	4431 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,023	-	-	-
5309021013	4427 Alpha St.	El Sereno	Residential	-	-	-	-	1	1,729	-	-	-
5309021014	4423 Alpha St.	El Sereno	Residential	-	-	-	-	1	1,305	-	-	-
5309021019	5465 Newtonia Dr.	El Sereno	Residential	-	-	-	-	1	888	-	-	-
5309021020	4400 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	4,572	-	-	-
5309021021	4412 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	4,260	-	-	-
5309021022	4416 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	2,472	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5309021024	4426 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	1,885	-	-	-
5309021026	4436 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	1,298	-	-	-
5309021028	4502 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	711	-	-	-
5309021029	4506 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	396	-	-	-
5309021030	4512 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	35	-	-	-
5309022016	4306 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	3,615	-	-	-
5309022022	4338 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	5,422	-	-	-
5309022023	4348 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	5,421	-	-	-
5309022030	4352 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	5,422	-	-	-
5309022031	5479 Huntington Dr. N.	El Sereno	Commercial	-	-	-	-	1	9,921	-	-	-
<i>El Sereno Subtotal</i>				2	4,349	4	68,631	128	437,702	24	27,974	-
UNKNOWN-1	N/A	Pasadena	Vacant	-	-	-	-	1	10,942	-	-	-
46843	N/A	Pasadena	Residential	-	-	-	-	1	24,237	-	-	-
47443	N/A	Pasadena	Residential	-	-	-	-	1	3,077	-	-	-
47445	N/A	Pasadena	Residential	-	-	-	-	1	84	-	-	-
48159	N/A	Pasadena	Residential	-	-	-	-	1	8,304	-	-	-
48160	N/A	Pasadena	Residential	-	-	-	-	1	4,263	-	-	-
48161	N/A	Pasadena	Residential	-	-	-	-	1	564	-	-	-
48162	N/A	Pasadena	Residential	-	-	-	-	1	8,390	-	-	-
48176	N/A	Pasadena	Residential	-	-	-	-	1	17	-	-	-
48177	N/A	Pasadena	Residential	-	-	-	-	1	325	-	-	-
48178	N/A	Pasadena	Residential	-	-	-	-	1	741	-	-	-
48179	N/A	Pasadena	Residential	-	-	-	-	1	1,303	-	-	-
48182	N/A	Pasadena	Residential	-	-	-	-	1	2,240	-	-	-
48183	N/A	Pasadena	Residential	-	-	-	-	1	1,845	-	-	-
48185	N/A	Pasadena	Residential	-	-	-	-	1	3,218	-	-	-
48194	N/A	Pasadena	Residential	-	-	-	-	1	8,285	-	-	-
48198	N/A	Pasadena	Residential	-	-	-	-	1	15,256	-	-	-
48200	N/A	Pasadena	Residential	-	-	-	-	1	4,004	-	-	-
48201	N/A	Pasadena	Residential	-	-	-	-	1	4,051	-	-	-
48202	N/A	Pasadena	Residential	-	-	-	-	1	4,027	-	-	-
48203	N/A	Pasadena	Residential	-	-	-	-	1	3,882	-	-	-
48204	N/A	Pasadena	Residential	-	-	-	-	1	4,152	-	-	-
48214	N/A	Pasadena	Residential	-	-	-	-	1	6,726	-	-	-
48216	N/A	Pasadena	Residential	-	-	-	-	1	3,376	-	-	-
48217	N/A	Pasadena	Residential	-	-	-	-	1	4,750	-	-	-
48218	N/A	Pasadena	Residential	-	-	-	-	1	5,287	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
48219	N/A	Pasadena	Residential	-	-	-	-	1	6,463	-	-	-
48220	N/A	Pasadena	Transportation/Utilities	-	-	-	-	1	12,698	-	-	-
48224	N/A	Pasadena	Residential	-	-	-	-	1	19,493	-	-	-
48226	N/A	Pasadena	Residential	-	-	-	-	1	5,401	-	-	-
48227	N/A	Pasadena	Residential	-	-	-	-	1	6,376	-	-	-
48228	N/A	Pasadena	Residential	-	-	-	-	1	6,310	-	-	-
48243	N/A	Pasadena	Residential	-	-	-	-	1	13,499	-	-	-
48244	N/A	Pasadena	Open Space	-	-	-	-	1	13,563	-	-	-
48246	N/A	Pasadena	Residential	-	-	-	-	1	891	-	-	-
48247	N/A	Pasadena	Residential	-	-	-	-	1	10,334	-	-	-
48248	N/A	Pasadena	Residential	-	-	-	-	1	2,755	-	-	-
5317004032	209 Columbia St.	Pasadena	Residential	-	-	-	-	1	522	-	-	-
5317004033	N/A	Pasadena	Other	-	-	-	-	1	16,836	-	-	-
5713029036	164 W. Del Mar Blvd.	Pasadena	Commercial	-	-	1	617	-	-	-	-	-
5713029037	346 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	682	-	-	-	-	-
5713031067	N/A	Pasadena	Vacant	-	-	-	-	-	-	1	3,560	24
5713031068	N/A	Pasadena	Institutional	-	-	-	-	-	-	1	9,607	24
5713031069	N/A	Pasadena	Vacant	-	-	-	-	-	-	1	8,019	24
5713034001	370 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	464	-	-	-	-	-
5713034002	372 S. Pasadena Ave.	Pasadena	Residential	-	-	1	419	-	-	-	-	-
5713034003	380 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	442	-	-	-	-	-
5713034004	390 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	464	-	-	-	-	-
5713034005	396 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	487	-	-	-	-	-
5713034008	422 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	651	-	-	-	-	-
5713034052	410 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	1,041	-	-	-	-	-
5713035001	164 W. Bellevue Dr.	Pasadena	Residential	-	-	1	898	-	-	-	-	-
5713035002	448 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	555	-	-	-	-	-
5713035003	454 S. Pasadena Ave.	Pasadena	Residential	-	-	1	553	-	-	-	-	-
5713035004	458 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	570	-	-	-	-	-
5713035037	476 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	1,414	-	-	-	-	-
5713035040	N/A	Pasadena	Commercial	-	-	1	960	-	-	-	-	-
5713035044	145 Palmetto Dr.	Pasadena	Commercial	-	-	1	370	-	-	-	-	-
5719004024	615 S. Pasadena Ave.	Pasadena	Residential	-	-	-	-	1	14,399	-	-	-
Pasadena Subtotal				-	-	16	10,587	40	262,886	3	21,186	-
41787	N/A	South Pasadena	Vacant	-	-	-	-	1	9,866	-	-	-
45724	N/A	South Pasadena	Residential	-	-	-	-	1	2,011	-	-	-
61163	N/A	South Pasadena	Residential	-	-	-	-	1	2,777	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
61337	N/A	South Pasadena	Residential	-	-	-	-	1	1,145	-	-	-
61338	N/A	South Pasadena	Residential	-	-	-	-	1	10,532	-	-	-
67897	N/A	South Pasadena	Residential	-	-	-	-	1	3,455	-	-	-
68347	N/A	South Pasadena	Residential	-	-	-	-	1	1,461	-	-	-
5310010025	1906 Alpha St.	South Pasadena	Residential	-	-	-	-	1	11,142	-	-	-
5310010026	1900 Alpha St.	South Pasadena	Residential	-	-	-	-	1	8,258	-	-	-
5310010027	1870 Alpha St.	South Pasadena	Residential	-	-	-	-	1	82	-	-	-
5310011030	1909 Alpha St.	South Pasadena	Residential	-	-	-	-	1	415	-	-	-
5310011031	1915 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,595	-	-	-
5310011032	1933 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,856	-	-	-
5310011036	1966 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,401	-	-	-
5310011037	1954 Alpha St.	South Pasadena	Residential	-	-	-	-	1	446	-	-	-
5310011052	1912 Alpha St.	South Pasadena	Residential	-	-	-	-	1	393	-	-	-
5310011055	1951 Alpha St.	South Pasadena	Residential	-	-	-	-	1	8,754	-	-	-
5310011056	1957 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,694	-	-	-
5310016019	2025 Alpha St.	South Pasadena	Residential	-	-	-	-	1	84	-	-	-
5310016020	2029 Alpha St.	South Pasadena	Residential	-	-	-	-	1	465	-	-	-
5310016021	2033 Alpha St.	South Pasadena	Residential	-	-	-	-	1	873	-	-	-
5310016022	2037 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,281	-	-	-
5310016023	2041 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,688	-	-	-
5310016024	2043 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,096	-	-	-
5310016025	2049 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,501	-	-	-
5310017014	2028 Alpha St.	South Pasadena	Residential	-	-	-	-	1	189	-	-	-
5310021018	2024 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,460	-	-	-
5310021020	2012 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,532	-	-	-
5310021021	2006 Alpha St.	South Pasadena	Residential	-	-	-	-	1	3,114	-	-	-
5310021022	2000 Alpha St.	South Pasadena	Residential	-	-	-	-	1	3,698	-	-	-
5310021903	2018 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,018	-	-	-
5310027003	849 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	134	-	-	-
5310027004	845 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	1,340	-	-	-
5310027005	839 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,356	-	-	-
5310027006	835 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	2,212	-	-	-
5310029008	818 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	230	-	-	-
5310029009	822 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	4,633	-	-	-
5310029010	826 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	168	-	-	-
5310029017	1800 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	3,176	-	-	-
5310029018	825 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	2,946	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5310029020	1804 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	204	-	-	-
5310030019	863 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	10,529	-	-	-
5310030915	N/A	South Pasadena	Public	-	-	-	-	1	8,213	-	-	-
5310031005	826 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	303	-	-	-
5310031006	1754 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	5,227	-	-	-
5310031019	N/A	South Pasadena	Residential	-	-	-	-	1	2,853	-	-	-
5310031020	1740 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	3,289	-	-	-
5310031021	1750 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	9,623	-	-	-
5310031022	1732 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	872	-	-	-
5310031900	N/A	South Pasadena	Residential	-	-	-	-	1	1,400	-	-	-
5314016015	830 Rollin St.	South Pasadena	Residential	-	-	-	-	1	4,818	-	-	-
5314016016	1501 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,552	-	-	-
5314016017	1505 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,044	-	-	-
5314016018	1509 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,533	-	-	-
5314016019	1513 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,021	-	-	-
5314016020	1517 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	504	-	-	-
5314016021	1521 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	59	-	-	-
5314016022	810 Rollin St.	South Pasadena	Residential	-	-	-	-	1	2,656	-	-	-
5314016023	818 Rollin St.	South Pasadena	Residential	-	-	-	-	1	3,573	-	-	-
5314016024	822 Rollin St.	South Pasadena	Residential	-	-	-	-	1	3,151	-	-	-
5314016025	826 Rollin St.	South Pasadena	Residential	-	-	-	-	1	2,635	-	-	-
5314016030	N/A	South Pasadena	Vacant	-	-	-	-	1	1,745	-	-	-
5314016047	813 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	8,271	-	-	-
5314016048	808 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	12,096	-	-	-
5314016057	928 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	1	-	-	-
5314016061	1539 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	12,938	-	-	-
5314016064	890 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	5,007	-	-	-
5314016074	888 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	73	-	-	-
5314016075	918 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	2,567	-	-	-
5314017003	1401 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,224	-	-	-
5314017004	1407 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,196	-	-	-
5314017005	1415 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,191	-	-	-
5314017006	1417 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,151	-	-	-
5314017007	1425 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,121	-	-	-
5314017008	900 Rollin St.	South Pasadena	Residential	-	-	-	-	1	95	-	-	-
5314022005	921 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	4,087	-	-	-
5314022006	920 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	6,825	-	-	-

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Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5314023001	925 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	6,155	-	-	-
5314023006	1309 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,503	-	-	-
5314023011	908 Bank St.	South Pasadena	Residential	-	-	-	-	1	3,731	-	-	-
5314023012	1315 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,541	-	-	-
5314026003	881 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	7,863	-	-	-
5314026034	875 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	180	-	-	-
5314026043	890 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	1,089	-	-	-
5314026938	887 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	8,672	-	-	-
5315006014	1009 El Centro St.	South Pasadena	Commercial	-	-	-	-	1	10,758	-	-	-
5315006015	1003 Diamond Ave.	South Pasadena	Commercial	-	-	-	-	1	300	-	-	-
5315006016	1015 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	2,428	-	-	-
5315006017	1001 El Centro St.	South Pasadena	Industrial	-	-	-	-	1	1,730	-	-	-
5315006018	1017 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	1,914	-	-	-
5315006019	1021 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	1,311	-	-	-
5315006020	1025 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	976	-	-	-
5315006021	1020 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,288	-	-	-
5315006022	1024 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,707	-	-	-
5315006023	1101 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	472	-	-	-
5315006024	1100 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,120	-	-	-
5315006025	1105 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	49	-	-	-
5315006028	1106 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	6,033	-	-	-
5315006029	1110 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,685	-	-	-
5315006032	1114 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,684	-	-	-
5315006034	1120 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	5,775	-	-	-
5315006040	1146 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	405	-	-	-
5315006041	1142 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,044	-	-	-
5315006042	1138 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,554	-	-	-
5315006043	1134 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,296	-	-	-
5315006044	1130 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,338	-	-	-
5315006045	1122 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,082	-	-	-
5315008023	1019 Mission St.	South Pasadena	Commercial	-	-	-	-	1	3,868	-	-	-
5315008024	1001 Mission St.	South Pasadena	Commercial	-	-	-	-	1	4,061	-	-	-
5315008046	1000 El Centro St. No. 122	South Pasadena	Residential	-	-	-	-	1	11,629	-	-	-
5315012019	1031 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	6,222	-	-	-
5315012020	1035 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	766	-	-	-
5315012025	1030 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	2,593	-	-	-
5315012049	1025 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	5,093	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5315013019	725 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	1,528	-	-	-
5315013020	719 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	869	-	-	-
5315013021	715 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	552	-	-	-
5315013022	713 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	148	-	-	-
5315013023	712 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	2,243	-	-	-
5315013024	716 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	1,846	-	-	-
5315013025	718 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	1,563	-	-	-
5315013028	1025 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	9,786	-	-	-
5315013029	1029 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	1,452	-	-	-
5315013047	1023 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	1,238	-	-	-
5315014025	N/A	South Pasadena	Commercial	-	-	-	-	1	15	-	-	-
5315014029	1014 Mission St.	South Pasadena	Commercial	-	-	-	-	1	3,118	-	-	-
5315014030	1020 Mission St.	South Pasadena	Commercial	-	-	-	-	1	9,819	-	-	-
5315014033	1023 Hope St.	South Pasadena	Commercial	-	-	-	-	1	2,907	-	-	-
5315014044	1020 Mission St.	South Pasadena	Industrial	-	-	-	-	1	591	-	-	-
5315014047	N/A	South Pasadena	Vacant	-	-	-	-	1	413	-	-	-
5315014901	N/A	South Pasadena	Transportation/Utilities	-	-	-	-	1	3,724	-	-	-
5317009012	1034 Foothill St.	South Pasadena	Residential	-	-	-	-	1	9,490	-	-	-
5317009014	1037 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	8,710	-	-	-
5317009017	1039 Foothill St.	South Pasadena	Residential	-	-	-	-	1	3,649	-	-	-
5317009030	1038 Foothill St.	South Pasadena	Residential	-	-	-	-	1	4,186	-	-	-
5317009902	1030 Foothill St.	South Pasadena	Residential	-	-	-	-	1	481	-	-	-
5317010032	1105 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	3,904	-	-	-
5317010033	1107 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	1,411	-	-	-
5317011001	1106 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	2,697	-	-	-
5317011002	1100 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	8,692	-	-	-
5317011003	414 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	4,372	-	-	-
5317011005	402 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	5,424	-	-	-
5317011012	408 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	4,352	-	-	-
5317011029	320 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	3,253	-	-	-
5317011030	318 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	5,525	-	-	-
5317011032	330 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	3,258	-	-	-
5317011033	328 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	3,253	-	-	-
5317011900	316 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	2,875	-	-	-
5317012004	218 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	1,387	-	-	-
5317012005	300 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	1,831	-	-	-
5317012007	308 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	2,947	-	-	-

TABLE 6.3.9:
Easements Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5317012008	312 Fairview Ave.	South Pasadena	Residential	–	–	–	–	1	3,864	–	–	–
5317012014	1115 Columbia St.	South Pasadena	Residential	–	–	–	–	1	1,959	–	–	–
5317012029	N/A	South Pasadena	Vacant	–	–	–	–	1	1,861	–	–	–
5317012032	1117 Columbia Ln.	South Pasadena	Residential	–	–	–	–	1	9,223	–	–	–
5317012903	N/A	South Pasadena	Other	–	–	–	–	1	1,899	–	–	–
South Pasadena Subtotal				–	–	–	–	156	531,354	–	–	–
GRAND TOTAL				3	18,717	32	119,527	324	1,231,942	53	676,935	–

Source: *Draft Relocation Impact Report* (Epic 2014).

¹ Easements required to accommodate structural foundations beneath a property.

² Easements required to accommodate underground utility lines or underground structures not directly related to tunnels beneath a property.

³ Easements required to accommodate tunnel structures beneath a property.

– = Not Applicable

APN = Assessor's Parcel Number

Ave. = Avenue

Blvd. = Boulevard

Dr. = Drive

N/A = Not Available

Qty = Quantity

sf = square feet

W. = West

TABLE 6.3.10:
Construction Delays and Detours for the Freeway Tunnel Alternative Single-Bore Design Variation

Area Where Construction Activities Would Occur	City/Community/Neighborhood	Delay	Detour	Total Duration (months)
South Portal¹				
NB/SB I-710 mainline lanes	Alhambra/El Sereno/Monterey Park	●		6
EB El Monte Busway ramp to NB I-710	Alhambra/El Sereno/Monterey Park		●	6
WB I-10 connector ramp to NB I-710	Alhambra/El Sereno/Monterey Park		●	3
Hellman Ave. Bridge over I-710	Alhambra/El Sereno	●		6
Valley Blvd. at I-710	Alhambra/El Sereno	●		9
WB I-10 connector to NB I-710	Alhambra/El Sereno/Monterey Park		●	3
SB I-710 connector to WB I-10	Alhambra/El Sereno/Monterey Park		●	3
SB I-710 connector to EB I-10	Alhambra/El Sereno/Monterey Park		●	3
SB I-710 connector to WB El Monte Busway	Alhambra/El Sereno/Monterey Park		●	3
NB I-710 off-ramp to Valley Blvd.	Alhambra/El Sereno		●	4
NB I-710 off-ramp to Valley Blvd.	Alhambra/El Sereno	●		3
Valley Blvd. on-ramp to SB I-710	Alhambra/El Sereno		●	4
Valley Blvd. on-ramp to SB I-710	Alhambra/El Sereno	●		3
North Portal¹				
SB I-210 mainline lanes at the off-ramp to St. John Ave.	Pasadena	●		3
St. John Ave. between Del Mar Blvd. and California Blvd.	Pasadena	●		8
St. John Ave. between Green St. and Del Mar Blvd.	Pasadena	●		2
Green St. Bridge over I-210	Pasadena		●	7
NB I-210 mainline lanes	Pasadena	●		13
Pasadena Ave. on-ramp to NB I-210	Pasadena		●	10
EB SR 134 connector to SB I-210 and California Blvd.	Pasadena		●	13
Colorado Blvd. Bridge over I-210	Pasadena	●		10
Union St. Bridge over I-210	Pasadena	●		7
SB I-210 off-ramp to St. John Ave.	Pasadena	●		3
WB I-210 connector to SB I-210	Pasadena		●	3
SB I-210 mainline lanes	Pasadena	●		3
SB I-710 south of St. John Ave. off-ramp	Pasadena		●	3
NB I-210 on-ramp from Pasadena Ave. south of Del Mar Blvd.	Pasadena		●	8
NB I-210 on-ramp from Del Mar Blvd.	Pasadena		●	8
NB I-210 connector to WB SR 134	Pasadena		●	8
NB I-210 connector to EB I-210	Pasadena		●	8
SB I-210 off-ramp to Del Mar Blvd.	Pasadena		●	8
Del Mar Blvd. Bridge over I-210	Pasadena		●	8

Source: CH2M HILL (2014).

Note: During final design and prior to the initiation of any site preparation, grading, excavation, boring, or other construction activities, the Project Engineer would consult with the applicable local jurisdictions regarding other construction that could occur concurrently with the construction of the Freeway Tunnel Alternative to ensure that the proposed closures and/or detours for this project are coordinated with other road projects in the area and that potential traffic impacts as a result of the construction of the Freeway Tunnel Alternative adequately addressed.

¹ The stages at the north and south tunnel portals would not necessarily be concurrent.

Ave. = Avenue
 Blvd. = Boulevard
 EB = Eastbound
 I-10 = Interstate 10
 I-210 = Interstate 210
 I-710 = Interstate 710
 NB = Northbound
 SB = Southbound
 SR 134 = State Route 134
 St. = Street
 WB = Westbound

TABLE 6.3.11:

Full Parcel Acquisitions Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5351017042	3200 W. Valley Blvd.	Alhambra	Commercial	1	11,901	–	5	1
Alhambra Subtotal				1	11,901	–	5	1
GRAND TOTAL				1	11,901	–	5	1

 Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

APN = Assessor's Parcel Number

Blvd. = Boulevard

N/A = Not Available

Qty = Quantity

sf = square feet

W. = West

TABLE 6.3.12:

Partial Parcel Acquisitions Required for the Freeway Tunnel Alternative Single-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5221013038	5530 Valley Blvd.	El Sereno	Commercial	1	4,337	–	0	0
5221014913	Highbury Ave.	El Sereno	Public	1	45,894	–	0	0
El Sereno Subtotal				2	46,245	–	0	0
GRAND TOTAL				2	46,245	–	0	0

 Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

APN = Assessor's Parcel Number

Ave. = Avenue

Blvd. = Boulevard

Dr. = Drive

N/A = Not Available

Qty = Quantity

Rd. = Road

S. = South

sf = Square feet/foot

W. = West

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5351001007	1407 Westmont Dr.	Alhambra	Residential	-	-	1	1,265	-	-	-	-	-
5351001008	1409 Westmont Dr.	Alhambra	Residential	-	-	1	2,576	-	-	-	-	-
5351001009	1415 Westmont Dr.	Alhambra	Residential	-	-	1	2,590	-	-	-	-	-
5351001010	1417 Westmont Dr.	Alhambra	Residential	-	-	1	2,684	-	-	-	-	-
5351001011	1421 Westmont Dr.	Alhambra	Residential	-	-	1	2,711	-	-	-	-	-
5351001012	1501 Westmont Dr.	Alhambra	Residential	-	-	1	2,791	-	-	-	-	-
5351001013	1505 Westmont Dr.	Alhambra	Residential	-	-	1	2,926	-	-	-	-	-
5351001014	1509 Westmont Dr.	Alhambra	Residential	-	-	1	3,093	-	-	-	-	-
5351001015	1515 Westmont Dr.	Alhambra	Residential	-	-	1	3,163	-	-	-	-	-
5351001016	1517 Westmont Dr.	Alhambra	Residential	-	-	1	3,044	-	-	-	-	-
5351001017	N/A	Alhambra	Commercial	-	-	1	2,882	-	-	-	-	-
5351001021	3201 W. Valley Blvd.	Alhambra	Commercial	-	-	1	10,585	-	-	-	-	-
5351017020	1809 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017021	1805 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017022	1801 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017023	1725 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017024	1721 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017025	1717 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	600	12
5351017026	1715 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017027	1709 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017028	1705 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017029	1701 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017030	1643 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017031	1633 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017033	1625 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017034	1619 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	388	12
5351017035	1615 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	400	12
5351017036	1609 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	355	12
5351017039	1635 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	800	12
5351017040	1623 Westmont Dr.	Alhambra	Residential	-	-	-	-	-	-	1	412	12
5351018031	3325 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	321	24
5351018032	3329 W. Hellman Ave.	Alhambra	Vacant	-	-	-	-	-	-	1	468	24
5351018037	3333 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	578	24
5352003001	3336 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	603	24
5352003002	3332 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	610	24

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5352003003	3328 W. Hellman Ave.	Alhambra	Residential	-	-	-	-	-	-	1	379	24
5352037904	N/A	Alhambra	Public	1	18,605	-	-	-	-	1	596,682	24
Alhambra Subtotal				1	18,605	12	40,310	-	-	25	608,396	-
3003	N/A	El Sereno	Industrial	-	-	-	-	1	82,428	-	-	-
14891	N/A	El Sereno	Vacant	-	-	-	-	1	965	-	-	-
18499	N/A	El Sereno	Open Space	-	-	-	-	1	873	-	-	-
18501	N/A	El Sereno	Vacant	-	-	-	-	1	5,253	-	-	-
18503	N/A	El Sereno	Vacant	-	-	-	-	1	240	-	-	-
18511	N/A	El Sereno	Vacant	-	-	-	-	1	2,098	-	-	-
18512	N/A	El Sereno	Vacant	-	-	-	-	1	4,537	-	-	-
18513	N/A	El Sereno	Vacant	-	-	-	-	1	10,875	-	-	-
18518	N/A	El Sereno	Residential	-	-	-	-	1	2,925	-	-	-
18519	N/A	El Sereno	Residential	-	-	-	-	1	5,257	-	-	-
18520	N/A	El Sereno	Residential	-	-	-	-	1	4,672	-	-	-
18521	N/A	El Sereno	Residential	-	-	-	-	1	5,257	-	-	-
18522	N/A	El Sereno	Residential	-	-	-	-	1	4,298	-	-	-
18528	N/A	El Sereno	Residential	-	-	-	-	1	3,062	-	-	-
18529	N/A	El Sereno	Residential	-	-	-	-	1	4,831	-	-	-
18530	N/A	El Sereno	Residential	-	-	-	-	1	2,673	-	-	-
18531	N/A	El Sereno	Vacant	-	-	-	-	1	2,631	-	-	-
18532	N/A	El Sereno	Residential	-	-	-	-	1	2,633	-	-	-
18533	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18534	N/A	El Sereno	Residential	-	-	-	-	1	2,654	-	-	-
18535	N/A	El Sereno	Residential	-	-	-	-	1	2,636	-	-	-
18536	N/A	El Sereno	Residential	-	-	-	-	1	2,636	-	-	-
18537	N/A	El Sereno	Residential	-	-	-	-	1	2,585	-	-	-
18538	N/A	El Sereno	Residential	-	-	-	-	1	2,686	-	-	-
18539	N/A	El Sereno	Residential	-	-	-	-	1	2,619	-	-	-
18540	N/A	El Sereno	Residential	-	-	-	-	1	2,680	-	-	-
18543	N/A	El Sereno	Residential	-	-	-	-	1	3,328	-	-	-
18544	N/A	El Sereno	Residential	-	-	-	-	1	3,321	-	-	-
18546	N/A	El Sereno	Residential	-	-	-	-	1	3,146	-	-	-
18547	N/A	El Sereno	Residential	-	-	-	-	1	4,813	-	-	-
18548	N/A	El Sereno	Residential	-	-	-	-	1	4,664	-	-	-
18549	N/A	El Sereno	Residential	-	-	-	-	1	3,085	-	-	-
18554	N/A	El Sereno	Residential	-	-	-	-	1	2,593	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
18555	N/A	El Sereno	Vacant	-	-	-	-	1	2,598	-	-	-
18556	N/A	El Sereno	Residential	-	-	-	-	1	2,603	-	-	-
18557	N/A	El Sereno	Residential	-	-	-	-	1	2,608	-	-	-
18558	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18559	N/A	El Sereno	Residential	-	-	-	-	1	2,618	-	-	-
18560	N/A	El Sereno	Residential	-	-	-	-	1	2,623	-	-	-
18561	N/A	El Sereno	Vacant	-	-	-	-	1	2,628	-	-	-
18562	N/A	El Sereno	Residential	-	-	-	-	1	2,572	-	-	-
18563	N/A	El Sereno	Residential	-	-	-	-	1	2,579	-	-	-
18564	N/A	El Sereno	Residential	-	-	-	-	1	2,584	-	-	-
18565	N/A	El Sereno	Residential	-	-	-	-	1	2,908	-	-	-
18566	N/A	El Sereno	Residential	-	-	-	-	1	3,244	-	-	-
18567	N/A	El Sereno	Residential	-	-	-	-	1	3,252	-	-	-
18568	N/A	El Sereno	Residential	-	-	-	-	1	3,260	-	-	-
18583	N/A	El Sereno	Residential	-	-	-	-	1	4,815	-	-	-
18584	N/A	El Sereno	Residential	-	-	-	-	1	3,061	-	-	-
18590	N/A	El Sereno	Residential	-	-	-	-	1	3,148	-	-	-
18591	N/A	El Sereno	Residential	-	-	-	-	1	4,800	-	-	-
18592	N/A	El Sereno	Residential	-	-	-	-	1	2,640	-	-	-
18593	N/A	El Sereno	Residential	-	-	-	-	1	2,635	-	-	-
18594	N/A	El Sereno	Residential	-	-	-	-	1	2,631	-	-	-
18595	N/A	El Sereno	Residential	-	-	-	-	1	2,626	-	-	-
18596	N/A	El Sereno	Residential	-	-	-	-	1	2,622	-	-	-
18597	N/A	El Sereno	Residential	-	-	-	-	1	2,617	-	-	-
18598	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18599	N/A	El Sereno	Residential	-	-	-	-	1	2,608	-	-	-
18600	N/A	El Sereno	Residential	-	-	-	-	1	2,650	-	-	-
18601	N/A	El Sereno	Residential	-	-	-	-	1	2,644	-	-	-
18602	N/A	El Sereno	Residential	-	-	-	-	1	2,638	-	-	-
18603	N/A	El Sereno	Residential	-	-	-	-	1	2,632	-	-	-
18604	N/A	El Sereno	Residential	-	-	-	-	1	2,946	-	-	-
18605	N/A	El Sereno	Residential	-	-	-	-	1	2,946	-	-	-
18606	N/A	El Sereno	Residential	-	-	-	-	1	2,938	-	-	-
18607	N/A	El Sereno	Residential	-	-	-	-	1	2,931	-	-	-
18609	N/A	El Sereno	Residential	-	-	-	-	1	2,949	-	-	-
18610	N/A	El Sereno	Residential	-	-	-	-	1	4,827	-	-	-

TABLE 6.3.13:
 Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
18611	N/A	El Sereno	Residential	-	-	-	-	1	4,664	-	-	-
18612	N/A	El Sereno	Residential	-	-	-	-	1	3,080	-	-	-
18614	N/A	El Sereno	Residential	-	-	-	-	1	2,585	-	-	-
18615	N/A	El Sereno	Residential	-	-	-	-	1	2,589	-	-	-
18616	N/A	El Sereno	Residential	-	-	-	-	1	2,594	-	-	-
18617	N/A	El Sereno	Residential	-	-	-	-	1	2,599	-	-	-
18618	N/A	El Sereno	Residential	-	-	-	-	1	2,603	-	-	-
18619	N/A	El Sereno	Residential	-	-	-	-	1	2,608	-	-	-
18620	N/A	El Sereno	Residential	-	-	-	-	1	2,613	-	-	-
18621	N/A	El Sereno	Residential	-	-	-	-	1	2,599	-	-	-
18622	N/A	El Sereno	Residential	-	-	-	-	1	2,566	-	-	-
18623	N/A	El Sereno	Residential	-	-	-	-	1	2,571	-	-	-
18624	N/A	El Sereno	Residential	-	-	-	-	1	2,575	-	-	-
18625	N/A	El Sereno	Residential	-	-	-	-	1	2,567	-	-	-
18626	N/A	El Sereno	Residential	-	-	-	-	1	2,907	-	-	-
18627	N/A	El Sereno	Residential	-	-	-	-	1	2,912	-	-	-
18628	N/A	El Sereno	Residential	-	-	-	-	1	2,917	-	-	-
18629	N/A	El Sereno	Residential	-	-	-	-	1	2,923	-	-	-
18630	N/A	El Sereno	Residential	-	-	-	-	1	4,758	-	-	-
18631	N/A	El Sereno	Residential	-	-	-	-	1	3,062	-	-	-
28541	N/A	El Sereno	Residential	-	-	-	-	1	3,068	-	-	-
28542	N/A	El Sereno	Residential	-	-	-	-	1	3,334	-	-	-
30505	N/A	El Sereno	Open Space	-	-	-	-	1	12,765	-	-	-
30542	N/A	El Sereno	Vacant	-	-	-	-	1	3,208	-	-	-
30543	N/A	El Sereno	Residential	-	-	-	-	1	4,764	-	-	-
30544	N/A	El Sereno	Residential	-	-	-	-	1	2,935	-	-	-
30545	N/A	El Sereno	Residential	-	-	-	-	1	2,974	-	-	-
30546	N/A	El Sereno	Residential	-	-	-	-	1	2,969	-	-	-
30547	N/A	El Sereno	Residential	-	-	-	-	1	2,964	-	-	-
30548	N/A	El Sereno	Residential	-	-	-	-	1	2,959	-	-	-
30549	N/A	El Sereno	Residential	-	-	-	-	1	2,953	-	-	-
30550	N/A	El Sereno	Residential	-	-	-	-	1	2,709	-	-	-
30551	N/A	El Sereno	Residential	-	-	-	-	1	2,983	-	-	-
30552	N/A	El Sereno	Residential	-	-	-	-	1	3,337	-	-	-
30553	N/A	El Sereno	Residential	-	-	-	-	1	3,367	-	-	-
30554	N/A	El Sereno	Residential	-	-	-	-	1	3,297	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
30555	N/A	El Sereno	Residential	-	-	-	-	1	3,047	-	-	-
30556	N/A	El Sereno	Residential	-	-	-	-	1	3,327	-	-	-
30560	N/A	El Sereno	Residential	-	-	-	-	1	4,774	-	-	-
30561	N/A	El Sereno	Residential	-	-	-	-	1	4,792	-	-	-
30562	N/A	El Sereno	Residential	-	-	-	-	1	3,045	-	-	-
30565	N/A	El Sereno	Residential	-	-	-	-	1	2,938	-	-	-
30566	N/A	El Sereno	Residential	-	-	-	-	1	2,963	-	-	-
30567	N/A	El Sereno	Residential	-	-	-	-	1	2,969	-	-	-
30568	N/A	El Sereno	Residential	-	-	-	-	1	2,975	-	-	-
30569	N/A	El Sereno	Residential	-	-	-	-	1	2,980	-	-	-
30570	N/A	El Sereno	Residential	-	-	-	-	1	2,986	-	-	-
30571	N/A	El Sereno	Residential	-	-	-	-	1	2,992	-	-	-
30572	N/A	El Sereno	Residential	-	-	-	-	1	2,931	-	-	-
30573	N/A	El Sereno	Residential	-	-	-	-	1	3,265	-	-	-
30574	N/A	El Sereno	Residential	-	-	-	-	1	3,272	-	-	-
30575	N/A	El Sereno	Residential	-	-	-	-	1	3,338	-	-	-
30576	N/A	El Sereno	Residential	-	-	-	-	1	3,523	-	-	-
30577	N/A	El Sereno	Residential	-	-	-	-	1	4,016	-	-	-
30578	N/A	El Sereno	Residential	-	-	-	-	1	5,644	-	-	-
30579	N/A	El Sereno	Residential	-	-	-	-	1	5,474	-	-	-
30580	N/A	El Sereno	Residential	-	-	-	-	1	611	-	-	-
30594	N/A	El Sereno	Residential	-	-	-	-	1	5,006	-	-	-
30595	N/A	El Sereno	Residential	-	-	-	-	1	1,686	-	-	-
30596	N/A	El Sereno	Residential	-	-	-	-	1	1,725	-	-	-
30597	N/A	El Sereno	Residential	-	-	-	-	1	1,694	-	-	-
30598	N/A	El Sereno	Residential	-	-	-	-	1	3,525	-	-	-
30600	N/A	El Sereno	Residential	-	-	-	-	1	1,686	-	-	-
30601	N/A	El Sereno	Residential	-	-	-	-	1	1,574	-	-	-
30602	N/A	El Sereno	Residential	-	-	-	-	1	6,707	-	-	-
30603	N/A	El Sereno	Residential	-	-	-	-	1	6,720	-	-	-
30604	N/A	El Sereno	Residential	-	-	-	-	1	730	-	-	-
30608	N/A	El Sereno	Residential	-	-	-	-	1	4,790	-	-	-
30609	N/A	El Sereno	Residential	-	-	-	-	1	4,789	-	-	-
30610	N/A	El Sereno	Residential	-	-	-	-	1	4,786	-	-	-
30611	N/A	El Sereno	Residential	-	-	-	-	1	4,794	-	-	-
30612	N/A	El Sereno	Residential	-	-	-	-	1	4,864	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
30613	N/A	El Sereno	Residential	-	-	-	-	1	5,069	-	-	-
30618	N/A	El Sereno	Residential	-	-	-	-	1	6,279	-	-	-
30619	N/A	El Sereno	Residential	-	-	-	-	1	6,842	-	-	-
30620	N/A	El Sereno	Residential	-	-	-	-	1	6,842	-	-	-
30621	N/A	El Sereno	Residential	-	-	-	-	1	6,281	-	-	-
30625	N/A	El Sereno	Residential	-	-	-	-	1	5,712	-	-	-
30626	N/A	El Sereno	Residential	-	-	-	-	1	6,601	-	-	-
30627	N/A	El Sereno	Residential	-	-	-	-	1	6,615	-	-	-
30628	N/A	El Sereno	Residential	-	-	-	-	1	2,913	-	-	-
30633	N/A	El Sereno	Residential	-	-	-	-	1	2,244	-	-	-
30634	N/A	El Sereno	Residential	-	-	-	-	1	4,437	-	-	-
30635	N/A	El Sereno	Vacant	-	-	-	-	1	4,889	-	-	-
30636	N/A	El Sereno	Residential	-	-	-	-	1	3,493	-	-	-
30638	N/A	El Sereno	Residential	-	-	-	-	1	5,558	-	-	-
30639	N/A	El Sereno	Residential	-	-	-	-	1	4,652	-	-	-
30651	N/A	El Sereno	Residential	-	-	-	-	1	2,050	-	-	-
30653	N/A	El Sereno	Open Space	-	-	-	-	1	1,775	-	-	-
30654	N/A	El Sereno	Open Space	-	-	-	-	1	5,062	-	-	-
30655	N/A	El Sereno	Residential	-	-	-	-	1	6,090	-	-	-
30656	N/A	El Sereno	Residential	-	-	-	-	1	39	-	-	-
30659	N/A	El Sereno	Open Space	-	-	-	-	1	3,465	-	-	-
30660	N/A	El Sereno	Open Space	-	-	-	-	1	6,500	-	-	-
30661	N/A	El Sereno	Commercial	-	-	-	-	1	4,964	-	-	-
30662	N/A	El Sereno	Open Space	-	-	-	-	1	2,905	-	-	-
47417	N/A	El Sereno	Residential	-	-	-	-	1	882	-	-	-
47444	N/A	El Sereno	Residential	-	-	-	-	1	924	-	-	-
48097	N/A	El Sereno	Residential	-	-	-	-	1	8,998	-	-	-
48102	N/A	El Sereno	Residential	-	-	-	-	1	7,026	-	-	-
48104	N/A	El Sereno	Residential	-	-	-	-	1	4,148	-	-	-
48105	N/A	El Sereno	Residential	-	-	-	-	1	4,528	-	-	-
48106	N/A	El Sereno	Residential	-	-	-	-	1	4,889	-	-	-
48107	N/A	El Sereno	Residential	-	-	-	-	1	5,119	-	-	-
48108	N/A	El Sereno	Residential	-	-	-	-	1	5,408	-	-	-
48112	N/A	El Sereno	Residential	-	-	-	-	1	9,975	-	-	-
48116	N/A	El Sereno	Residential	-	-	-	-	1	2,648	-	-	-
48119	N/A	El Sereno	Residential	-	-	-	-	1	2,099	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
48121	N/A	El Sereno	Residential	-	-	-	-	1	1,512	-	-	-
48130	N/A	El Sereno	Residential	-	-	-	-	1	7,505	-	-	-
48132	N/A	El Sereno	Residential	-	-	-	-	1	7,501	-	-	-
48134	N/A	El Sereno	Residential	-	-	-	-	1	1,167	-	-	-
48141	N/A	El Sereno	Residential	-	-	-	-	1	3,239	-	-	-
48143	N/A	El Sereno	Residential	-	-	-	-	1	4,174	-	-	-
68147	N/A	El Sereno	Residential	-	-	-	-	1	7,020	-	-	-
5220027004	N/A	El Sereno	Vacant	-	-	-	-	1	4,814	-	-	-
5220027900	N/A	El Sereno	Public	-	-	-	-	1	358	-	-	-
5220027901	N/A	El Sereno	Public	-	-	-	-	1	1,680	-	-	-
5220028800	N/A	El Sereno	Transportation/Utilities	-	-	-	-	1	27	-	-	-
5220034002	5555 Valley Blvd.	El Sereno	Industrial	-	-	1	64,932	-	-	-	-	-
5220034003	5501 Valley Blvd.	El Sereno	Commercial	-	-	1	834	-	-	-	-	-
5220034004	5561 Valley Blvd.	El Sereno	Industrial	-	-	1	6,574	-	-	-	-	-
5220034900	N/A	El Sereno	Public	-	-	1	689	-	-	-	-	-
5221013018	2350 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	210	12
5221013019	2338 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	402	12
5221013020	2330 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	398	12
5221013021	2314 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	422	12
5221013023	N/A	El Sereno	Vacant	-	-	-	-	-	-	1	402	12
5221013024	2342 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	402	12
5221013025	2334 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221013026	2326 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	399	12
5221013027	2322 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	404	12
5221013028	2318 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	411	12
5221013029	2306 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	717	12
5221013030	2300 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	602	12
5221013038	5530 Valley Blvd.	El Sereno	Commercial	-	-	-	-	-	-	1	456	36
5221014003	N/A	El Sereno	Residential	-	-	-	-	-	-	1	200	12
5221014004	2280 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014005	2276 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014006	2272 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	400	12
5221014007	2268 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	408	12
5221014023	2292 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	406	12
5221014024	2288 Highbury Ave.	El Sereno	Residential	-	-	-	-	-	-	1	607	12
5221014913	Highbury Ave.	El Sereno	Public	1	2,069	-	-	-	-	1	7,824	24
5223034908	2110 Lansdowne Ave.	El Sereno	Institutional	1	10,093	-	-	-	-	1	70,318	12

TABLE 6.3.13:
 Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5309018002	4225 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	3,614	-	-	-
5309018007	4206 Lowell Ave.	El Sereno	Residential	-	-	-	-	1	42	-	-	-
5309018008	5457 Huntington Dr. N.	El Sereno	Residential	-	-	-	-	1	1,952	-	-	-
5309018009	5463 Huntington Dr. N.	El Sereno	Commercial	-	-	-	-	1	2,059	-	-	-
5309018010	5467 Huntington Dr. N.	El Sereno	Commercial	-	-	-	-	1	7,441	-	-	-
5309019003	4353 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	61	-	-	-
5309019004	4349 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	336	-	-	-
5309019005	4343 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	630	-	-	-
5309019007	4333 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	1,218	-	-	-
5309019009	4323 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	1,798	-	-	-
5309019011	4313 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	2,393	-	-	-
5309019012	4309 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	2,687	-	-	-
5309021001	4531 Alpha St.	El Sereno	Residential	-	-	-	-	1	6,215	-	-	-
5309021002	4527 Alpha St.	El Sereno	Residential	-	-	-	-	1	8,902	-	-	-
5309021003	N/A	El Sereno	Residential	-	-	-	-	1	2,737	-	-	-
5309021004	4517 Alpha St.	El Sereno	Residential	-	-	-	-	1	5,118	-	-	-
5309021005	4511 Alpha St.	El Sereno	Residential	-	-	-	-	1	4,647	-	-	-
5309021007	4501 Alpha St.	El Sereno	Residential	-	-	-	-	1	3,702	-	-	-
5309021009	4447 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,903	-	-	-
5309021010	4441 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,610	-	-	-
5309021011	4437 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,316	-	-	-
5309021012	4431 Alpha St.	El Sereno	Residential	-	-	-	-	1	2,023	-	-	-
5309021013	4427 Alpha St.	El Sereno	Residential	-	-	-	-	1	1,729	-	-	-
5309021014	4423 Alpha St.	El Sereno	Residential	-	-	-	-	1	1,305	-	-	-
5309021019	5465 Newtonia Dr.	El Sereno	Residential	-	-	-	-	1	888	-	-	-
5309021020	4400 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	10,505	-	-	-
5309021021	4412 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	11,257	-	-	-
5309021022	4416 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	7,504	-	-	-
5309021024	4426 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	7,506	-	-	-
5309021026	4436 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	7,313	-	-	-
5309021028	4502 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	6,727	-	-	-
5309021029	4506 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	6,431	-	-	-
5309021030	4512 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	6,019	-	-	-
5309021031	4516 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	5,547	-	-	-
5309021032	4522 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	5,075	-	-	-
5309021033	4526 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	4,603	-	-	-

**TABLE 6.3.13:
 Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation**

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5309021034	4532 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	4,130	-	-	-
5309021035	4536 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	3,658	-	-	-
5309021036	4542 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	3,190	-	-	-
5309022016	4306 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	3,945	-	-	-
5309022022	4338 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	8,670	-	-	-
5309022023	4348 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	9,329	-	-	-
5309022030	4352 Maycrest Ave.	El Sereno	Residential	-	-	-	-	1	9,992	-	-	-
5309022031	5479 Huntington Dr. N.	El Sereno	Commercial	-	-	-	-	1	9,921	-	-	-
El Sereno Subtotal				2	12,162	4	73,029	232	950,556	22	86,588	-
UNKNOWN-1	N/A	Pasadena	Vacant	-	-	-	-	1	23,762	-	-	-
0	N/A	Pasadena	N/A	-	-	1	2,047	-	-	-	-	-
0	N/A	Pasadena	N/A	-	-	1	1,244	-	-	-	-	-
0	N/A	Pasadena	N/A	-	-	-	-	1	23,762	-	-	-
41595	N/A	Pasadena	Residential	-	-	-	-	1	2,322	-	-	-
41596	N/A	Pasadena	Transportation/Utilities	-	-	-	-	1	16,386	-	-	-
41598	N/A	Pasadena	Residential	-	-	-	-	1	13,467	-	-	-
43671	N/A	Pasadena	Open Space	-	-	-	-	1	17,518	-	-	-
45739	N/A	Pasadena	Residential	-	-	-	-	1	8,851	-	-	-
46819	N/A	Pasadena	Vacant	-	-	1	8,473	-	-	-	-	-
46831	N/A	Pasadena	Residential	-	-	1	59	-	-	-	-	-
46832-1	N/A	Pasadena	Residential	-	-	1	1,244	-	-	-	-	-
46833	N/A	Pasadena	Residential	-	-	1	1,845	-	-	-	-	-
46834-1	N/A	Pasadena	Vacant	-	-	1	2,047	-	-	-	-	-
46835	N/A	Pasadena	Vacant	-	-	1	4,569	-	-	-	-	-
46839	N/A	Pasadena	Vacant	-	-	1	5,321	-	-	-	-	-
46843	N/A	Pasadena	Institutional	-	-	-	-	1	64,650	-	-	-
46844	N/A	Pasadena	Residential	-	-	-	-	1	2,874	-	-	-
47443	N/A	Pasadena	Residential	-	-	-	-	1	9,540	-	-	-
47445	N/A	Pasadena	Residential	-	-	-	-	1	7,065	-	-	-
48156	N/A	Pasadena	Residential	-	-	-	-	1	4,031	-	-	-
48158	N/A	Pasadena	Residential	-	-	-	-	1	1,014	-	-	-
48159	N/A	Pasadena	Residential	-	-	-	-	1	23,711	-	-	-
48160	N/A	Pasadena	Residential	-	-	-	-	1	6,821	-	-	-
48161	N/A	Pasadena	Residential	-	-	-	-	1	9,074	-	-	-
48162	N/A	Pasadena	Residential	-	-	-	-	1	8,688	-	-	-
48176	N/A	Pasadena	Residential	-	-	-	-	1	17	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
48177	N/A	Pasadena	Residential	-	-	-	-	1	325	-	-	-
48178	N/A	Pasadena	Residential	-	-	-	-	1	741	-	-	-
48179	N/A	Pasadena	Residential	-	-	-	-	1	1,303	-	-	-
48181	N/A	Pasadena	Residential	-	-	-	-	1	3,800	-	-	-
48182	N/A	Pasadena	Residential	-	-	-	-	1	8,311	-	-	-
48183	N/A	Pasadena	Residential	-	-	-	-	1	8,608	-	-	-
48185	N/A	Pasadena	Residential	-	-	-	-	1	15,999	-	-	-
48187	N/A	Pasadena	Residential	-	-	-	-	1	7,120	-	-	-
48188	N/A	Pasadena	Residential	-	-	-	-	1	171	-	-	-
48189	N/A	Pasadena	Residential	-	-	-	-	1	6,348	-	-	-
48190	N/A	Pasadena	Residential	-	-	-	-	1	6,469	-	-	-
48191	N/A	Pasadena	Residential	-	-	-	-	1	5,913	-	-	-
48192	N/A	Pasadena	Residential	-	-	-	-	1	5,306	-	-	-
48193	N/A	Pasadena	Residential	-	-	-	-	1	5,553	-	-	-
48194	N/A	Pasadena	Residential	-	-	-	-	1	8,285	-	-	-
48198	N/A	Pasadena	Residential	-	-	-	-	1	15,285	-	-	-
48200	N/A	Pasadena	Residential	-	-	-	-	1	4,193	-	-	-
48201	N/A	Pasadena	Residential	-	-	-	-	1	4,320	-	-	-
48202	N/A	Pasadena	Residential	-	-	-	-	1	4,370	-	-	-
48203	N/A	Pasadena	Residential	-	-	-	-	1	4,278	-	-	-
48204	N/A	Pasadena	Residential	-	-	-	-	1	4,523	-	-	-
48206	N/A	Pasadena	Residential	-	-	-	-	1	5,940	-	-	-
48207	N/A	Pasadena	Residential	-	-	-	-	1	4,795	-	-	-
48208	N/A	Pasadena	Residential	-	-	-	-	1	4,307	-	-	-
48211	N/A	Pasadena	Residential	-	-	-	-	1	7,927	-	-	-
48213	N/A	Pasadena	Residential	-	-	-	-	1	8,239	-	-	-
48214	N/A	Pasadena	Residential	-	-	-	-	1	7,097	-	-	-
48216	N/A	Pasadena	Residential	-	-	-	-	1	3,518	-	-	-
48217	N/A	Pasadena	Residential	-	-	-	-	1	4,900	-	-	-
48218	N/A	Pasadena	Residential	-	-	-	-	1	5,387	-	-	-
48219	N/A	Pasadena	Residential	-	-	-	-	1	6,491	-	-	-
48220	N/A	Pasadena	Transportation/Utilities	-	-	-	-	1	12,698	-	-	-
48223	N/A	Pasadena	Residential	-	-	-	-	1	23,829	-	-	-
48224	N/A	Pasadena	Residential	-	-	-	-	1	28,104	-	-	-
48226	N/A	Pasadena	Residential	-	-	-	-	1	11,934	-	-	-
48227	N/A	Pasadena	Residential	-	-	-	-	1	14,071	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
48228	N/A	Pasadena	Residential	-	-	-	-	1	13,831	-	-	-
48229	N/A	Pasadena	Residential	-	-	-	-	1	5,408	-	-	-
48230	N/A	Pasadena	Residential	-	-	-	-	1	3,987	-	-	-
48231	N/A	Pasadena	Residential	-	-	-	-	1	1,821	-	-	-
48232	N/A	Pasadena	Residential	-	-	-	-	1	3,735	-	-	-
48233	N/A	Pasadena	Residential	-	-	-	-	1	3,758	-	-	-
48234	N/A	Pasadena	Residential	-	-	-	-	1	3,035	-	-	-
48235	N/A	Pasadena	Residential	-	-	-	-	1	2,429	-	-	-
48236	N/A	Pasadena	Residential	-	-	-	-	1	2,102	-	-	-
48237	N/A	Pasadena	Residential	-	-	-	-	1	2,720	-	-	-
48238	N/A	Pasadena	Residential	-	-	-	-	1	2,662	-	-	-
48239	N/A	Pasadena	Residential	-	-	-	-	1	2,550	-	-	-
48240	N/A	Pasadena	Residential	-	-	-	-	1	2,704	-	-	-
48241	N/A	Pasadena	Residential	-	-	-	-	1	2,512	-	-	-
48243	N/A	Pasadena	Residential	-	-	-	-	1	28,929	-	-	-
48244	N/A	Pasadena	Open Space	-	-	-	-	1	28,677	-	-	-
48246	N/A	Pasadena	Residential	-	-	-	-	1	16,388	-	-	-
48247	N/A	Pasadena	Residential	-	-	-	-	1	10,334	-	-	-
48248	N/A	Pasadena	Residential	-	-	-	-	1	2,755	-	-	-
49399	N/A	Pasadena	Residential	-	-	-	-	1	4,251	-	-	-
5317004032	209 Columbia St.	Pasadena	Residential	-	-	-	-	1	15,076	-	-	-
5317004033	N/A	Pasadena	Residential	-	-	-	-	1	24,590	-	-	-
5713029036	164 W. Del Mar Blvd.	Pasadena	Commercial	-	-	1	617	-	-	-	-	-
5713029037	346 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	682	-	-	-	-	-
5713034001	370 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	464	-	-	-	-	-
5713034002	372 S. Pasadena Ave.	Pasadena	Residential	-	-	1	419	-	-	-	-	-
5713034003	380 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	442	-	-	-	-	-
5713034004	390 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	464	-	-	-	-	-
5713034005	396 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	487	-	-	-	-	-
5713034008	422 S. Pasadena Ave.	Pasadena	Industrial	-	-	1	651	-	-	-	-	-
5713034052	410 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	1,041	-	-	-	-	-
5713035001	164 W. Bellevue Dr.	Pasadena	Residential	-	-	1	898	-	-	-	-	-
5713035002	448 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	555	-	-	-	-	-
5713035003	454 S. Pasadena Ave.	Pasadena	Residential	-	-	1	553	-	-	-	-	-
5713035004	458 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	570	-	-	-	-	-
5713035037	476 S. Pasadena Ave.	Pasadena	Commercial	-	-	1	1,414	-	-	-	-	-

TABLE 6.3.13:
 Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5713035040	N/A	Pasadena	Commercial	-	-	1	960	-	-	-	-	-
5713035044	145 Palmetto Dr.	Pasadena	Commercial	-	-	1	370	-	-	-	-	-
5719004024	615 S. Pasadena Ave.	Pasadena	Residential	-	-	-	-	1	30,274	-	-	-
Pasadena Subtotal				-	-	25	37,436	77	728,539	-	-	-
41787	N/A	South Pasadena	Vacant	-	-	-	-	1	12,790	-	-	-
45724	N/A	South Pasadena	Residential	-	-	-	-	1	2,011	-	-	-
49685	N/A	South Pasadena	Residential	-	-	-	-	1	11,555	-	-	-
49741	N/A	South Pasadena	Residential	-	-	-	-	1	4,646	-	-	-
61157	N/A	South Pasadena	Residential	-	-	-	-	1	4,002	-	-	-
61163	N/A	South Pasadena	Residential	-	-	-	-	1	6,378	-	-	-
61337	N/A	South Pasadena	Residential	-	-	-	-	1	6,286	-	-	-
61338	N/A	South Pasadena	Residential	-	-	-	-	1	19,578	-	-	-
67109	N/A	South Pasadena	Residential	-	-	-	-	1	4,840	-	-	-
67897	N/A	South Pasadena	Residential	-	-	-	-	1	6,571	-	-	-
68347	N/A	South Pasadena	Residential	-	-	-	-	1	5,242	-	-	-
5310006054	1969 Alpha St.	South Pasadena	Residential	-	-	-	-	1	6,675	-	-	-
5310010025	1906 Alpha St.	South Pasadena	Residential	-	-	-	-	1	11,675	-	-	-
5310010026	1900 Alpha St.	South Pasadena	Residential	-	-	-	-	1	20,518	-	-	-
5310010027	1870 Alpha St.	South Pasadena	Residential	-	-	-	-	1	18,456	-	-	-
5310010028	1864 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,995	-	-	-
5310011029	1900 La Fremontia St.	South Pasadena	Residential	-	-	-	-	1	5,183	-	-	-
5310011030	1909 Alpha St.	South Pasadena	Residential	-	-	-	-	1	9,605	-	-	-
5310011031	1915 Alpha St.	South Pasadena	Residential	-	-	-	-	1	8,684	-	-	-
5310011032	1933 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,856	-	-	-
5310011035	1963 Alpha St.	South Pasadena	Residential	-	-	-	-	1	9,171	-	-	-
5310011036	1966 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,401	-	-	-
5310011037	1954 Alpha St.	South Pasadena	Residential	-	-	-	-	1	446	-	-	-
5310011052	1912 Alpha St.	South Pasadena	Residential	-	-	-	-	1	393	-	-	-
5310011053	1912 La Fremontia St.	South Pasadena	Residential	-	-	-	-	1	5,517	-	-	-
5310011054	1920 La Fremontia St.	South Pasadena	Residential	-	-	-	-	1	955	-	-	-
5310011055	1951 Alpha St.	South Pasadena	Residential	-	-	-	-	1	13,380	-	-	-
5310011056	1957 Alpha St.	South Pasadena	Residential	-	-	-	-	1	17,034	-	-	-
5310016009	2036 Maycrest Ave.	South Pasadena	Residential	-	-	-	-	1	65	-	-	-
5310016010	2040 Maycrest Ave.	South Pasadena	Residential	-	-	-	-	1	423	-	-	-
5310016011	2044 Maycrest Ave.	South Pasadena	Residential	-	-	-	-	1	816	-	-	-
5310016012	2048 Maycrest Ave.	South Pasadena	Residential	-	-	-	-	1	1,209	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5310016013	2001 Alpha St.	South Pasadena	Residential	-	-	-	-	1	3,608	-	-	-
5310016014	2005 Alpha St.	South Pasadena	Residential	-	-	-	-	1	4,011	-	-	-
5310016015	2011 Alpha St.	South Pasadena	Residential	-	-	-	-	1	4,420	-	-	-
5310016016	2015 Alpha St.	South Pasadena	Residential	-	-	-	-	1	5,851	-	-	-
5310016017	2019 Alpha St.	South Pasadena	Residential	-	-	-	-	1	5,306	-	-	-
5310016018	2021 Alpha St.	South Pasadena	Residential	-	-	-	-	1	5,724	-	-	-
5310016019	2025 Alpha St.	South Pasadena	Residential	-	-	-	-	1	6,131	-	-	-
5310016020	2029 Alpha St.	South Pasadena	Residential	-	-	-	-	1	6,554	-	-	-
5310016021	2033 Alpha St.	South Pasadena	Residential	-	-	-	-	1	6,930	-	-	-
5310016022	2037 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,306	-	-	-
5310016023	2041 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,338	-	-	-
5310016024	2043 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,353	-	-	-
5310016025	2049 Alpha St.	South Pasadena	Residential	-	-	-	-	1	7,349	-	-	-
5310017014	2028 Alpha St.	South Pasadena	Residential	-	-	-	-	1	189	-	-	-
5310021018	2024 Alpha St.	South Pasadena	Residential	-	-	-	-	1	1,460	-	-	-
5310021020	2012 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,532	-	-	-
5310021021	2006 Alpha St.	South Pasadena	Residential	-	-	-	-	1	3,114	-	-	-
5310021022	2000 Alpha St.	South Pasadena	Residential	-	-	-	-	1	3,698	-	-	-
5310021903	2018 Alpha St.	South Pasadena	Residential	-	-	-	-	1	2,018	-	-	-
5310027003	849 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	134	-	-	-
5310027004	845 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	1,340	-	-	-
5310027005	839 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,356	-	-	-
5310027006	835 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,772	-	-	-
5310027007	827 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,134	-	-	-
5310027008	823 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,107	-	-	-
5310027009	819 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	9	-	-	-
5310029001	821 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	3,791	-	-	-
5310029002	817 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	2,488	-	-	-
5310029006	806 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	84	-	-	-
5310029007	N/A	South Pasadena	Vacant	-	-	-	-	1	3,107	-	-	-
5310029008	818 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	3,988	-	-	-
5310029009	822 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	4,633	-	-	-
5310029010	826 Oneonta Dr.	South Pasadena	Residential	-	-	-	-	1	168	-	-	-
5310029017	1800 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	3,176	-	-	-
5310029018	825 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	4,303	-	-	-
5310029020	1804 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	204	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5310030018	857 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	1	-	-	-
5310030019	863 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	26,501	-	-	-
5310030023	818 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	1,185	-	-	-
5310030025	822 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	6,447	-	-	-
5310030915	N/A	South Pasadena	Public	-	-	-	-	1	54,481	-	-	-
5310031005	826 Summit Dr.	South Pasadena	Residential	-	-	-	-	1	4,644	-	-	-
5310031006	1754 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	5,227	-	-	-
5310031019	N/A	South Pasadena	Residential	-	-	-	-	1	3,593	-	-	-
5310031020	1740 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	3,289	-	-	-
5310031021	1750 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	15,316	-	-	-
5310031022	1732 Gillette Crst.	South Pasadena	Residential	-	-	-	-	1	872	-	-	-
5310031900	N/A	South Pasadena	Residential	-	-	-	-	1	1,400	-	-	-
5314016015	830 Rollin St.	South Pasadena	Residential	-	-	-	-	1	9,150	-	-	-
5314016016	1501 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,552	-	-	-
5314016017	1505 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,044	-	-	-
5314016018	1509 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,533	-	-	-
5314016019	1513 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,020	-	-	-
5314016020	1517 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	504	-	-	-
5314016021	1521 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	59	-	-	-
5314016022	810 Rollin St.	South Pasadena	Residential	-	-	-	-	1	15,884	-	-	-
5314016023	818 Rollin St.	South Pasadena	Residential	-	-	-	-	1	7,830	-	-	-
5314016024	822 Rollin St.	South Pasadena	Residential	-	-	-	-	1	6,738	-	-	-
5314016025	826 Rollin St.	South Pasadena	Residential	-	-	-	-	1	5,504	-	-	-
5314016030	N/A	South Pasadena	Vacant	-	-	-	-	1	1,745	-	-	-
5314016047	813 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	11,829	-	-	-
5314016048	808 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	17,967	-	-	-
5314016057	928 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	1	-	-	-
5314016061	1539 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	25,005	-	-	-
5314016064	890 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	6,636	-	-	-
5314016074	888 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	73	-	-	-
5314016075	918 Braewood Ct.	South Pasadena	Residential	-	-	-	-	1	2,567	-	-	-
5314017001	857 Bank St.	South Pasadena	Residential	-	-	-	-	1	4,243	-	-	-
5314017002	903 Bank St.	South Pasadena	Residential	-	-	-	-	1	7,417	-	-	-
5314017003	1401 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	6,782	-	-	-
5314017004	1407 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	6,048	-	-	-
5314017005	1415 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	5,417	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5314017006	1417 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,760	-	-	-
5314017007	1425 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,196	-	-	-
5314017008	900 Rollin St.	South Pasadena	Residential	-	-	-	-	1	9,692	-	-	-
5314017009	845 Rollin St.	South Pasadena	Residential	-	-	-	-	1	8,777	-	-	-
5314017010	839 Rollin St.	South Pasadena	Residential	-	-	-	-	1	3,011	-	-	-
5314017011	835 Rollin St.	South Pasadena	Residential	-	-	-	-	1	2,087	-	-	-
5314017021	829 Rollin St.	South Pasadena	Residential	-	-	-	-	1	1,154	-	-	-
5314017022	823 Rollin St.	South Pasadena	Residential	-	-	-	-	1	247	-	-	-
5314020001	870 Bank St.	South Pasadena	Residential	-	-	-	-	1	81	-	-	-
5314022004	915 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	5,923	-	-	-
5314022005	921 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	7,788	-	-	-
5314022006	920 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	6,840	-	-	-
5314022008	914 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	5,340	-	-	-
5314022009	908 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	5,361	-	-	-
5314022010	904 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	1,460	-	-	-
5314023001	925 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	10,346	-	-	-
5314023002	915 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	6,810	-	-	-
5314023003	913 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	5,274	-	-	-
5314023006	1309 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	7,321	-	-	-
5314023007	909 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	13,441	-	-	-
5314023009	900 Bank St.	South Pasadena	Residential	-	-	-	-	1	8,456	-	-	-
5314023011	908 Bank St.	South Pasadena	Residential	-	-	-	-	1	6,289	-	-	-
5314023012	1315 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	9,073	-	-	-
5314023013	911 Lyndon St.	South Pasadena	Residential	-	-	-	-	1	271	-	-	-
5314026001	869 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	9,982	-	-	-
5314026003	881 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	10,276	-	-	-
5314026006	884 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	4,554	-	-	-
5314026034	875 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	10,952	-	-	-
5314026041	878 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	131	-	-	-
5314026043	890 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	21,700	-	-	-
5314026937	N/A	South Pasadena	Public	-	-	-	-	1	163	-	-	-
5314026938	887 Flores de Oro	South Pasadena	Residential	-	-	-	-	1	11,268	-	-	-
5315006014	1009 El Centro St.	South Pasadena	Commercial	-	-	-	-	1	13,075	-	-	-
5315006015	1003 Diamond Ave.	South Pasadena	Commercial	-	-	-	-	1	300	-	-	-
5315006016	1015 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	2,428	-	-	-
5315006017	1001 El Centro St.	South Pasadena	Industrial	-	-	-	-	1	22,117	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)			
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required	
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)				
5315006018	1017 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	1,914	-	-	-	
5315006019	1021 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	1,311	-	-	-	
5315006020	1025 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	976	-	-	-	
5315006021	1020 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	9,474	-	-	-	
5315006022	1024 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	5,925	-	-	-	
5315006023	1101 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	472	-	-	-	
5315006024	1100 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	7,448	-	-	-	
5315006025	1105 Diamond Ave.	South Pasadena	Residential	-	-	-	-	1	49	-	-	-	
5315006028	1106 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	9,155	-	-	-	
5315006029	1110 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,916	-	-	-	
5315006032	1114 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,406	-	-	-	
5315006034	1120 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	5,989	-	-	-	
5315006040	1146 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	405	-	-	-	
5315006041	1142 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,044	-	-	-	
5315006042	1138 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,554	-	-	-	
5315006043	1134 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,296	-	-	-	
5315006044	1130 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,338	-	-	-	
5315006045	1122 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,082	-	-	-	
5315008023	1019 Mission St.	South Pasadena	Commercial	-	-	-	-	1	3,868	-	-	-	
5315008024	1001 Mission St.	South Pasadena	Commercial	-	-	-	-	1	18,361	-	-	-	
5315008025	N/A	South Pasadena	Commercial	-	-	-	-	1	668	-	-	-	
5315008046	1000 El Centro St., No. 122	South Pasadena	Residential	-	-	-	-	1	30,553	-	-	-	
5315012016	1015 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	1	-	-	-	
5315012017	1017 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	6,966	-	-	-	
5315012019	1031 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	6,222	-	-	-	
5315012020	1035 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	766	-	-	-	
5315012025	1030 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	2,593	-	-	-	
5315012038	1018 Magnolia St. (Suites A, B, E, H, G, C, D, F, J, and I)	South Pasadena	Residential	-	-	-	-	10	13,426	-	-	-	
5315012039				-	-	-	-	-	-	-	-	-	-
5315012040				-	-	-	-	-	-	-	-	-	-
5315012041				-	-	-	-	-	-	-	-	-	-
5315012042				-	-	-	-	-	-	-	-	-	-
5315012043				-	-	-	-	-	-	-	-	-	-
5315012044				-	-	-	-	-	-	-	-	-	-
5315012045				-	-	-	-	-	-	-	-	-	-
5315012046	-	-	-	-	-	-	-	-	-	-			
5315012047	-	-	-	-	-	-	-	-	-	-			

TABLE 6.3.13:
 Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5315012048	1021 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	9,089	-	-	-
5315012049	1025 Grevelia St.	South Pasadena	Residential	-	-	-	-	1	9,133	-	-	-
5315012050	1014 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	4,312	-	-	-
5315013019	725 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	3,991	-	-	-
5315013020	719 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	3,200	-	-	-
5315013021	715 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	3,196	-	-	-
5315013022	713 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	3,089	-	-	-
5315013023	712 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	2,243	-	-	-
5315013024	716 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	1,846	-	-	-
5315013025	718 Hope Ct.	South Pasadena	Residential	-	-	-	-	1	1,563	-	-	-
5315013026	1011 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	4,777	-	-	-
5315013027	1017 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	8,511	-	-	-
5315013028	1025 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	10,025	-	-	-
5315013029	1029 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	1,452	-	-	-
5315013047	1023 Magnolia St.	South Pasadena	Residential	-	-	-	-	1	8,509	-	-	-
5315013902	N/A	South Pasadena	Transportation/Utilities	-	-	-	-	1	192	-	-	-
5315013906	726 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	167	-	-	-
5315013907	1010 Hope St.	South Pasadena	Residential	-	-	-	-	1	8,373	-	-	-
5315014021	810 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	605	-	-	-
5315014022	808 Meridian Ave. A & B	South Pasadena	Residential	-	-	-	-	1	935	-	-	-
5315014023	806 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	461	-	-	-
5315014024	1015 Hope St.	South Pasadena	Commercial	-	-	-	-	1	5,173	-	-	-
5315014025	N/A	South Pasadena	Commercial	-	-	-	-	1	1,897	-	-	-
5315014027	1010 Mission St.	South Pasadena	Commercial	-	-	-	-	1	2,699	-	-	-
5315014028	1012 Mission St.	South Pasadena	Industrial	-	-	-	-	1	5,186	-	-	-
5315014029	1014 Mission St.	South Pasadena	Commercial	-	-	-	-	1	7,895	-	-	-
5315014030	1020 Mission St.	South Pasadena	Commercial	-	-	-	-	1	9,822	-	-	-
5315014033	1023 Hope St.	South Pasadena	Commercial	-	-	-	-	1	2,907	-	-	-
5315014044	1020 Mission St.	South Pasadena	Industrial	-	-	-	-	1	591	-	-	-
5315014047	N/A	South Pasadena	Vacant	-	-	-	-	1	3,508	-	-	-
5315014049	1002 Mission St.	South Pasadena	Commercial	-	-	-	-	1	1,055	-	-	-
5315014901	N/A	South Pasadena	Transportation/Utilities	-	-	-	-	1	12,129	-	-	-
5315015026	920 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	6,044	-	-	-
5315015027	916 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	6,147	-	-	-
5315015028	912 Monterey Rd.	South Pasadena	Residential	-	-	-	-	1	2,804	-	-	-
5315015034	1103 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	148	-	-	-

TABLE 6.3.13:
Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5315015035	1105 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	739	-	-	-
5315015036	1109 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,221	-	-	-
5315015037	1113 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	1,717	-	-	-
5315015038	1121 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,118	-	-	-
5315015039	1125 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	3,573	-	-	-
5315015040	1131 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,103	-	-	-
5315015041	1133 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	4,406	-	-	-
5315015046	1119 Meridian Ave.	South Pasadena	Residential	-	-	-	-	1	2,488	-	-	-
5317008001	1030 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	10,648	-	-	-
5317008019	1030 Highland St.	South Pasadena	Residential	-	-	-	-	1	1,338	-	-	-
5317008020	319 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	231	-	-	-
5317008025	1033 Highland St.	South Pasadena	Residential	-	-	-	-	1	5,708	-	-	-
5317009007	1020 Foothill St.	South Pasadena	Residential	-	-	-	-	1	1,368	-	-	-
5317009009	1026 Foothill St.	South Pasadena	Residential	-	-	-	-	1	9,212	-	-	-
5317009012	1034 Foothill St.	South Pasadena	Residential	-	-	-	-	1	10,846	-	-	-
5317009014	1037 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	16,071	-	-	-
5317009017	1039 Foothill St.	South Pasadena	Residential	-	-	-	-	1	4,418	-	-	-
5317009028	1033 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	17,548	-	-	-
5317009029	1023 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	1,158	-	-	-
5317009030	1038 Foothill St.	South Pasadena	Residential	-	-	-	-	1	4,186	-	-	-
5317009902	1030 Foothill St.	South Pasadena	Residential	-	-	-	-	1	9,384	-	-	-
5317010032	1105 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	3,904	-	-	-
5317010033	1107 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	1,411	-	-	-
5317011001	1106 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	2,697	-	-	-
5317011002	1100 Buena Vista St.	South Pasadena	Residential	-	-	-	-	1	10,168	-	-	-
5317011003	414 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	6,029	-	-	-
5317011005	402 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	8,759	-	-	-
5317011012	408 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	6,592	-	-	-
5317011029	320 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	5,909	-	-	-
5317011030	318 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	8,360	-	-	-
5317011032	330 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	5,525	-	-	-
5317011033	328 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	5,717	-	-	-
5317011900	316 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	6,275	-	-	-
5317012004	218 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	6,286	-	-	-
5317012005	300 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	7,009	-	-	-
5317012007	308 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	9,055	-	-	-

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Easements Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Permanent Easements						Temporary Construction Easements (TCEs)		
				Footing ¹		Subsurface ²		Tunnel ³		Parcel Qty	Area (sf)	Months Required
				Parcel Qty	Area (sf)	Parcel Qty	Area (sf)	Parcel Qty	Area (sf)			
5317012008	312 Fairview Ave.	South Pasadena	Residential	-	-	-	-	1	9,414	-	-	-
5317012014	1115 Columbia St.	South Pasadena	Residential	-	-	-	-	1	1,959	-	-	-
5317012029	N/A	South Pasadena	Vacant	-	-	-	-	1	1,861	-	-	-
5317012032	1117 Columbia Ln.	South Pasadena	Residential	-	-	-	-	1	9,223	-	-	-
5317012903	N/A	South Pasadena	Other	-	-	-	-	1	6,278	-	-	-
South Pasadena Subtotal				-	-	-	-	254	1,406,254	-	-	-
GRANT TOTAL				3	30,767	41	150,775	563	3,085,349	47	694,984	-

Source: *Draft Relocation Impact Report* (Epic 2014).

¹ Easements required to accommodate structural foundations beneath a property.

² Easements required to accommodate underground utility lines or underground structures not directly related to tunnels beneath a property.

³ Easements required to accommodate tunnel structures beneath a property.

APN = Assessor's Parcel Number Crst. = Crest Ln. = Lane No. = Number sf = square feet
 Ave. = Avenue Ct. = Court N. = North Rd. = Road St. = Street
 Blvd. = Boulevard Dr. = Drive N/A = not available or not applicable S. = South W. = West

TABLE 6.3.14:
Construction Delays and Detours for the Freeway Tunnel Alternative Dual-Bore Design Variation

Area Where Construction Activities Would Occur	City/Community/Neighborhood	Delay	Detour	Total Duration (months)
South Portal¹				
NB/SB I-710 mainline lanes	Alhambra/El Sereno/Monterey Park	●		11
EB El Monte Busway ramp to NB I-710	Alhambra/El Sereno/Monterey Park		●	12
WB I-10 connector to NB I-710	Alhambra/El Sereno/Monterey Park		●	12
EB I-10 connector to NB I-710	Alhambra/El Sereno/Monterey Park		●	12
Ramona Blvd. on-ramp to NB I-710	Alhambra/El Sereno/Monterey Park		●	3
SB I-710 connector to WB I-10	Alhambra/El Sereno/Monterey Park		●	9
SB I-710 connector to EB I-10	Alhambra/El Sereno/Monterey Park		●	9
SB I-710 connector to WB El Monte Busway	Alhambra/El Sereno/Monterey Park		●	9
WB I-10 connector to SB I-710	Alhambra/El Sereno/Monterey Park	●		3
Hellman Ave. Bridge over I-710	Alhambra/El Sereno	●		6
Valley Blvd. at I-710	Alhambra/El Sereno	●		10
NB I-710 off-ramp to Valley Blvd.	Alhambra/El Sereno		●	3
NB I-710 off-ramp to Valley Blvd.	Alhambra/El Sereno	●		3
Valley Blvd. on-ramp to SB I-710	Alhambra/El Sereno		●	3
Valley Blvd. on-ramp to SB I-710	Alhambra/El Sereno	●		3
North Portal¹				
SB I-210 mainline lanes	Pasadena	●		6
Saint John Ave. between Del Mar Blvd. and California Blvd.	Pasadena	●		3
Saint John Ave. between Green St. and Del Mar Blvd.	Pasadena	●		4
Green St. Bridge over I-210	Pasadena		●	7
NB I-210 mainline lanes	Pasadena	●		13
Pasadena Ave. on-ramp to NB I-210	Pasadena		●	4
EB SR 134 connector to SB I-210 and California Blvd.	Pasadena		●	4
Colorado Blvd. Bridge over I-210	Pasadena	●		10
Union St. Bridge over I-210	Pasadena	●		7
SB I-210 off-ramp to Saint John Ave.	Pasadena	●		4
WB I-210 connector to SB I-210	Pasadena		●	4
SB I-210 mainline lanes	Pasadena	●		4
SB I-710 south of Saint John Ave. off-ramp	Pasadena		●	4
NB I-210 on-ramp from Pasadena Ave. south of Del Mar Blvd.	Pasadena		●	8
NB I-210 on-ramp from Del Mar Blvd.	Pasadena		●	8
NB I-210 connector to WB SR 134	Pasadena		●	8
NB I-210 connector to EB I-210	Pasadena		●	8
SB I-210 off-ramp to Del Mar Blvd.	Pasadena		●	8
Del Mar Blvd. Bridge over I-210	Pasadena		●	8

Source: CH2M HILL (2014).

Note: During final design and prior to the initiation of any site preparation, grading, excavation, boring, or other construction activities, the Project Engineer would consult with the applicable local jurisdictions regarding other construction that could occur concurrently with the construction of the Freeway Tunnel Alternative to ensure that the proposed closures and/or detours for this project are coordinated with other road projects in the area and that potential traffic impacts as a result of the construction of the Freeway Tunnel Alternative adequately addressed.

¹ The stages at the north and south tunnel portals would not necessarily be concurrent.

- Ave. = Avenue
- Blvd. = Boulevard
- EB = Eastbound
- I-10 = Interstate 10
- I-210 = Interstate 210
- I-710 = Interstate 710
- NB = Northbound
- SB = Southbound
- SR 134 = State Route 134
- WB = Westbound

TABLE 6.3.15:

Full Parcel Acquisitions Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5351017042	3200 W. Valley Blvd.	Alhambra	Commercial	1	11,901	–	5	1
Alhambra Subtotal				1	11,901	–	5	1
GRAND TOTAL				1	11,901	–	5	1

Source: *Draft Relocation Impact Report* (Epic 2014).

– = Not Applicable

APN = Assessor's Parcel Number

Blvd. = Boulevard

N/A = Not Available

Qty = Quantity

sf = square feet

W. = West

TABLE 6.3.16:

Partial Parcel Acquisitions Required for the Freeway Tunnel Alternative Dual-Bore Design Variation

APN	Street Address	Community	Existing Land Use	Parcel Qty	Area (sf)	Residents Displaced	Employees Displaced	Businesses Displaced
5221013038	5530 Valley Blvd.	El Sereno	–	1	4,337	–	0	0
5221014913	Highbury Ave.	El Sereno	–	1	45,893	–	0	0
5223034908	2110 Lansdowne Ave.	El Sereno	–	1	27,434	–	0	0
El Sereno Subtotal				3	73,678	–	0	0
GRAND TOTAL				3	73,678	–	0¹	0²

Source: *Draft Relocation Impact Report* (Epic 2014).

¹ The dual-bore design variation of the Freeway Tunnel Alternative may also result in the displacement of 30 employees from parcel number 24135 in El Sereno. Because this parcel is owned by Caltrans, no acquisition would be necessary.

² The dual-bore design variation of the Freeway Tunnel Alternative may also result in the displacement of 1 business from parcel number 24135 in El Sereno. Because this parcel is owned by Caltrans, no acquisition would be necessary.

– = Not Applicable

APN = Assessor's Parcel Number

Ave. = Avenue

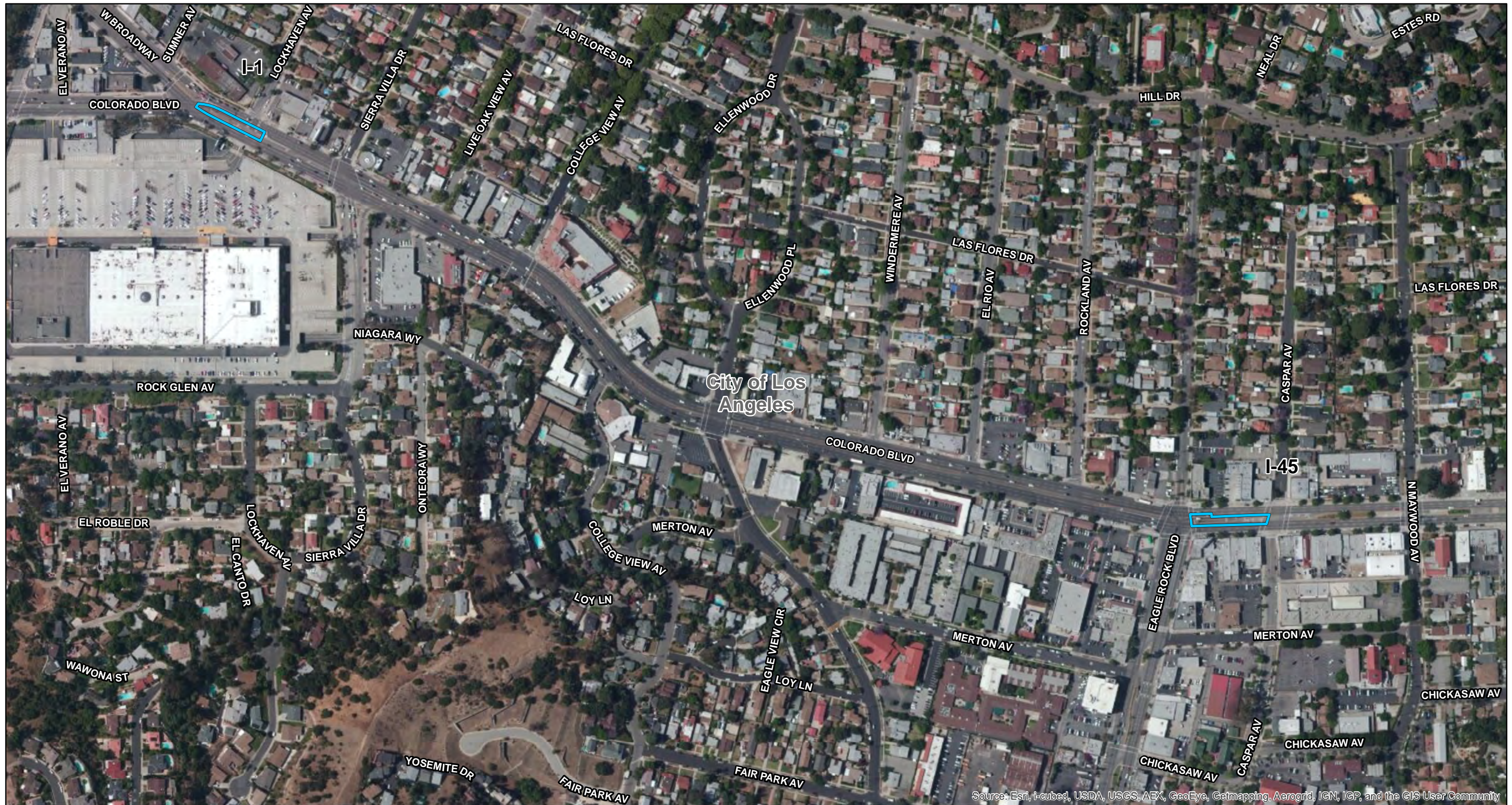
Blvd. = Boulevard

Caltrans = California Department of Transportation

N/A = Not Available

Qty = Quantity

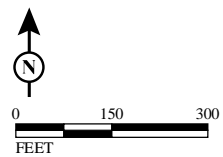
sf = square feet



Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- City/Community/Neighborhood Boundary
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)

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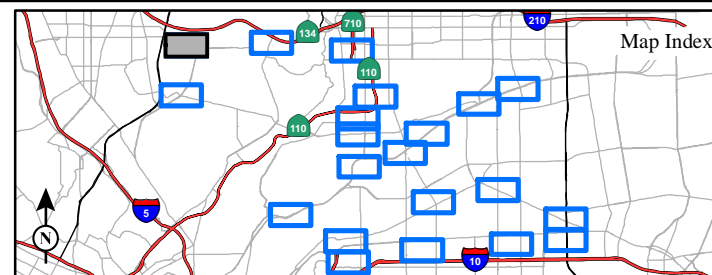


FIGURE 6.3-1
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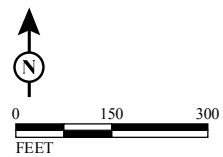
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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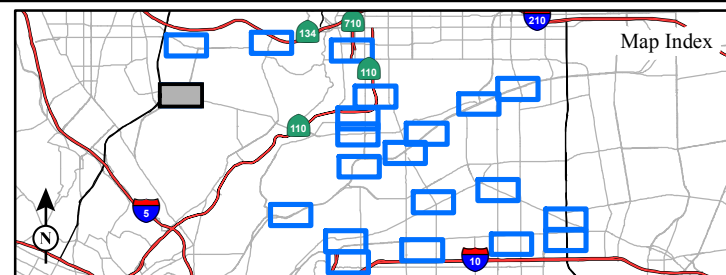
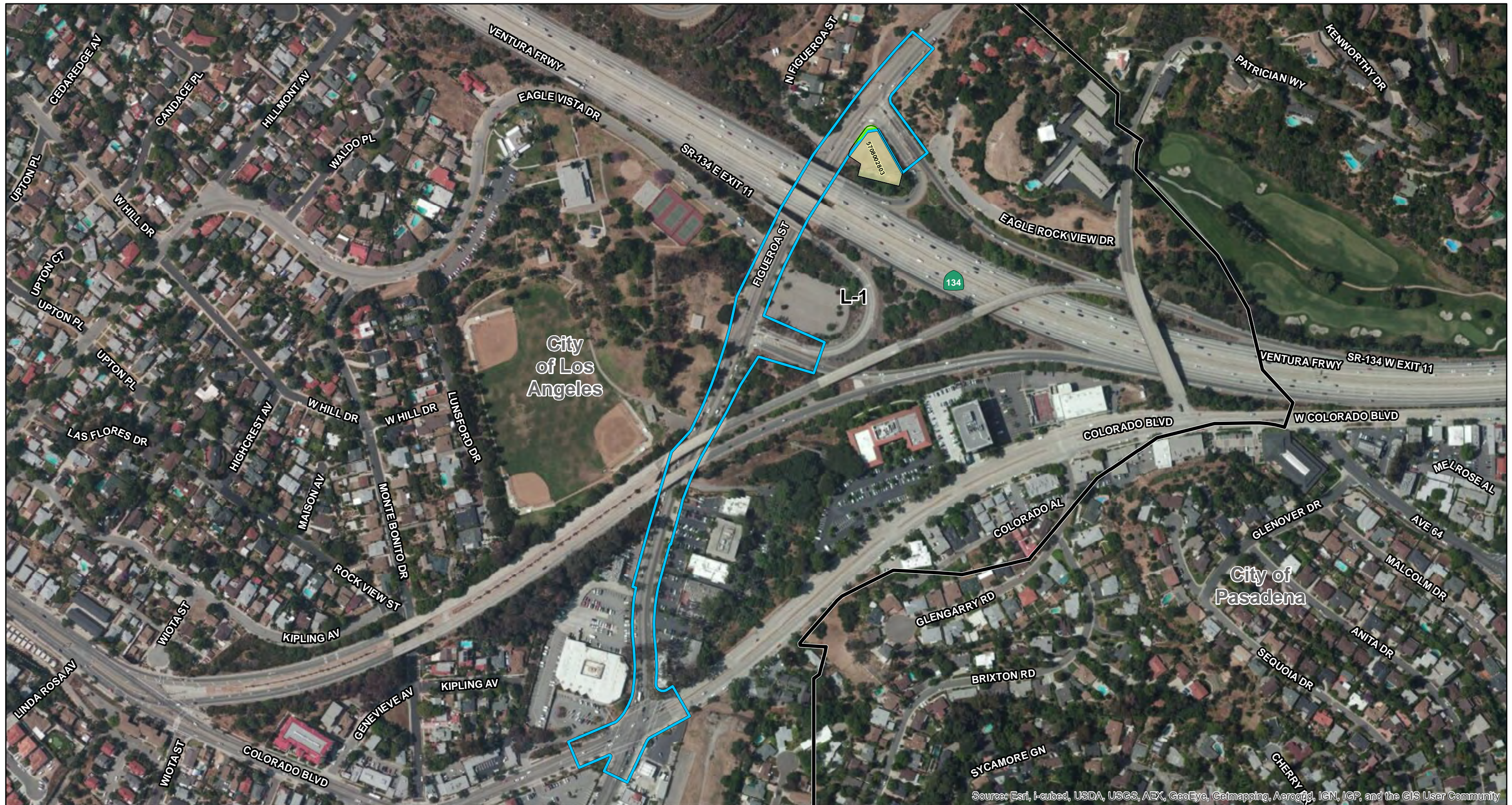


FIGURE 6.3-1
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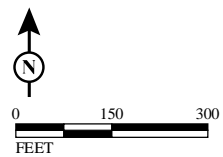
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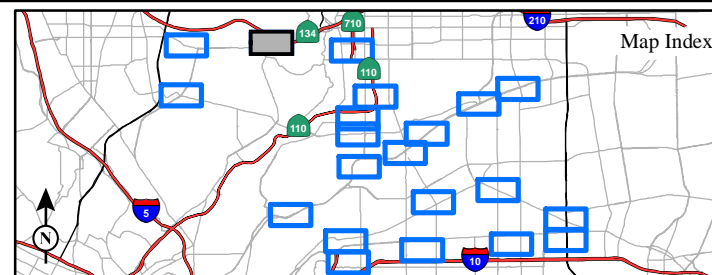
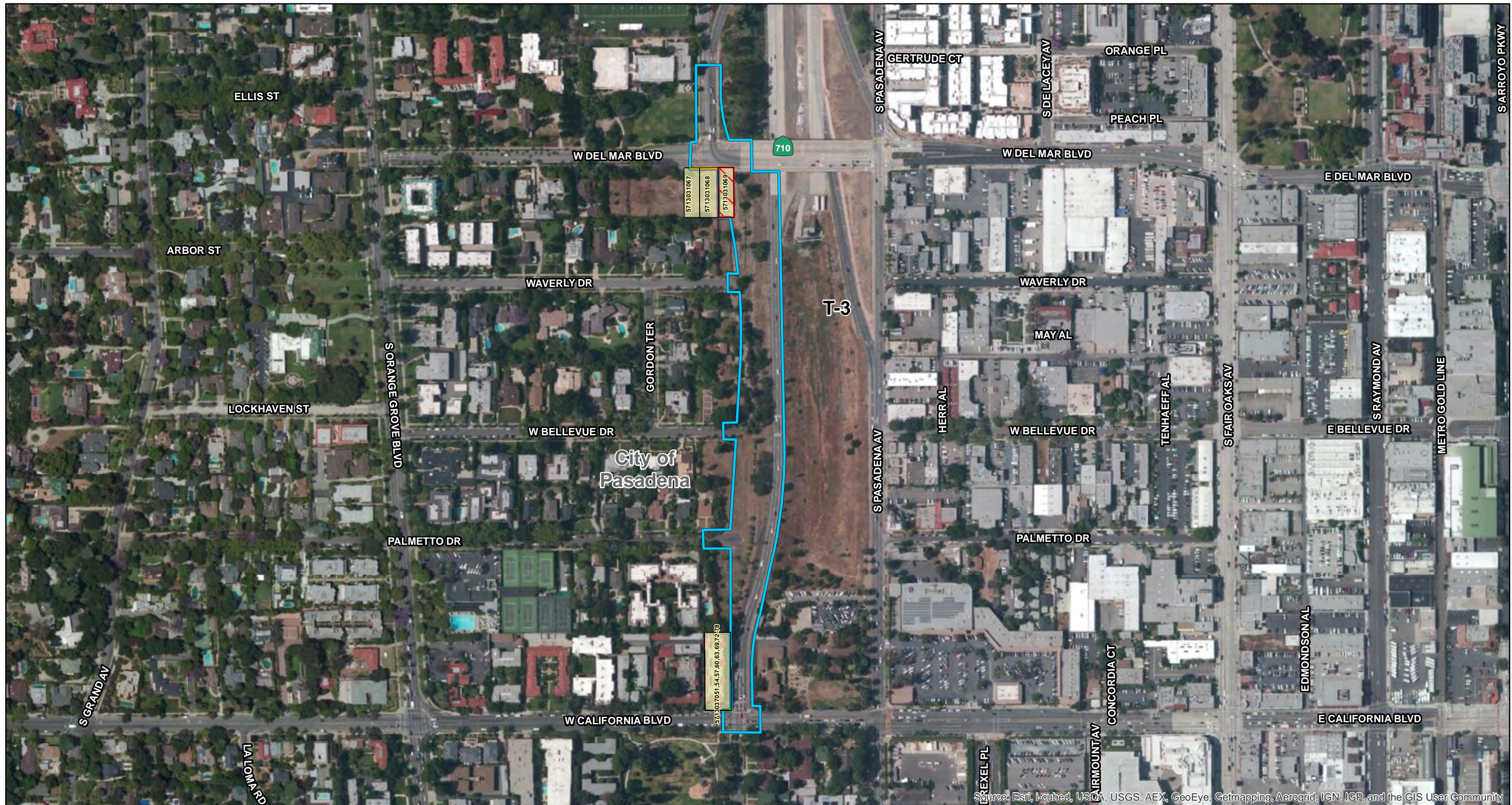


FIGURE 6.3-1
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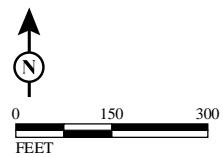
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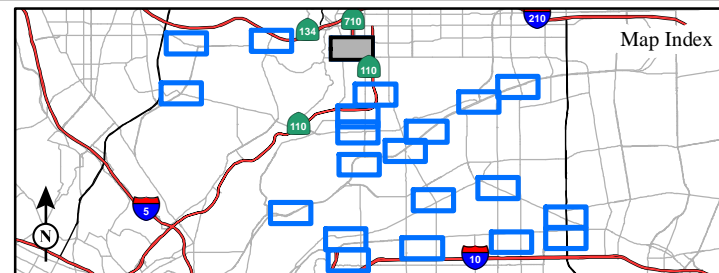


FIGURE 6.3-1
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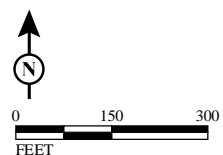
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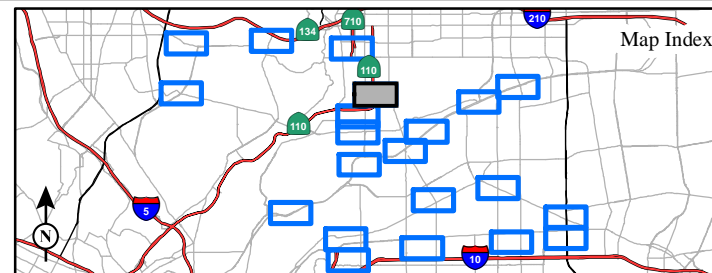
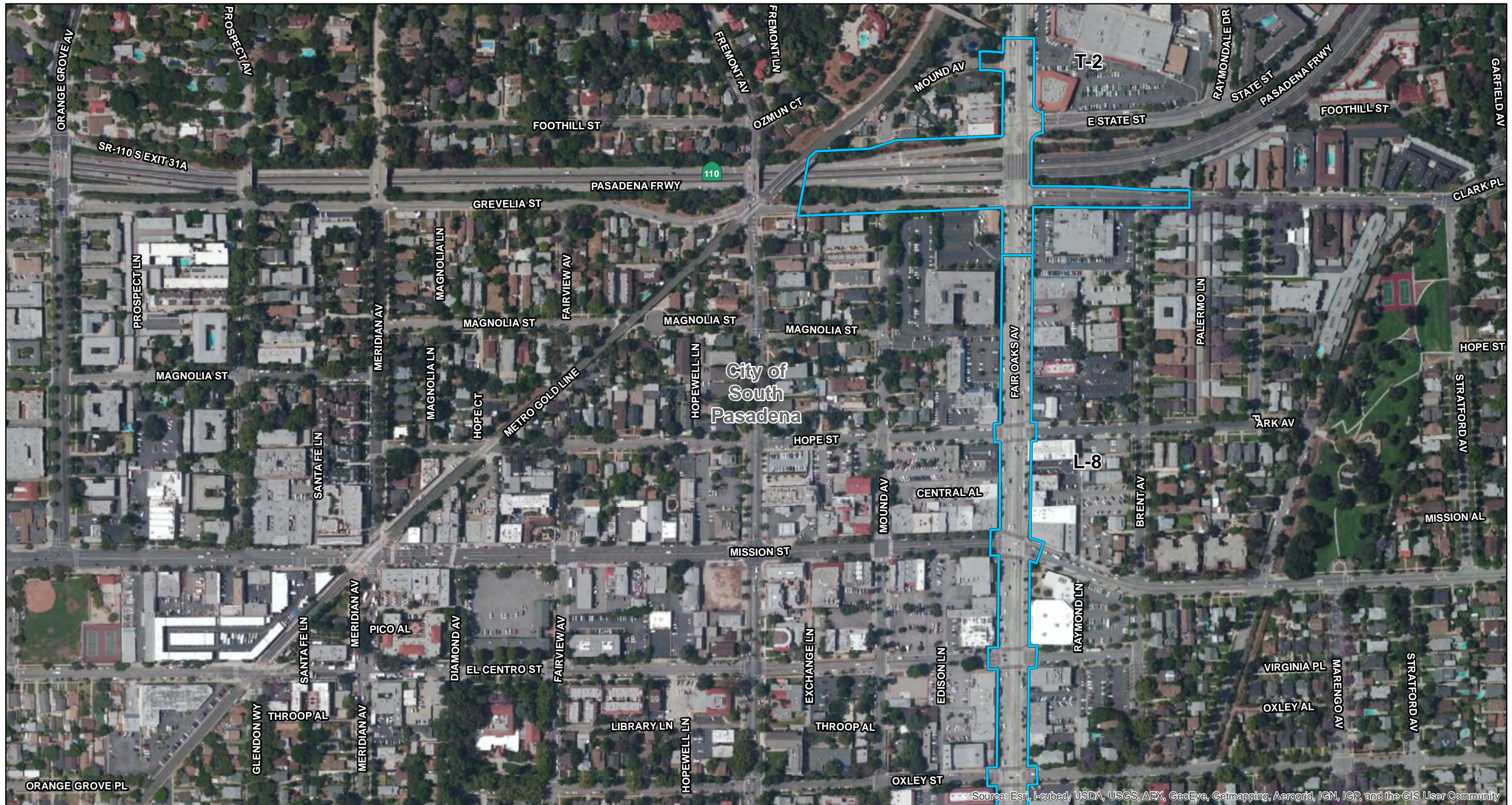


FIGURE 6.3-1
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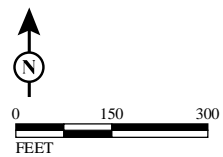
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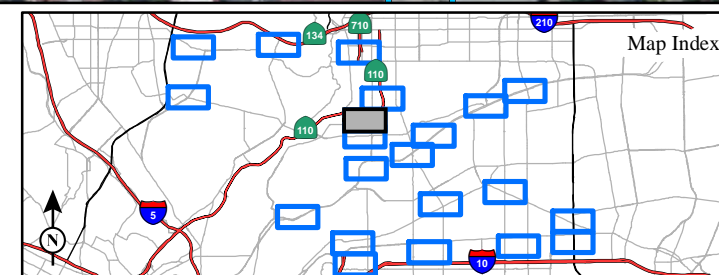
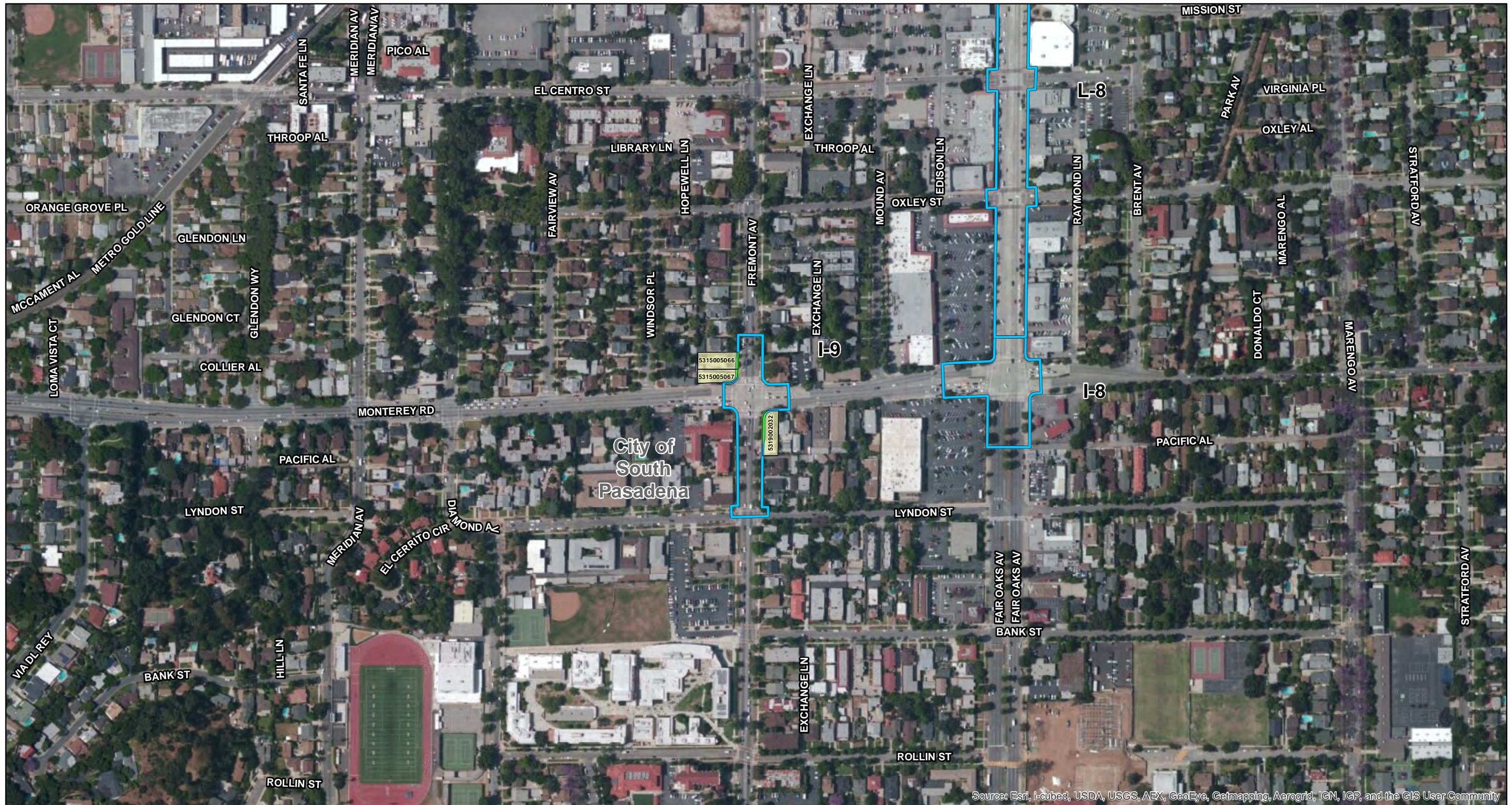


FIGURE 6.3-1
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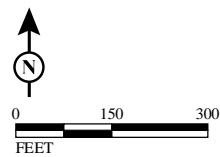
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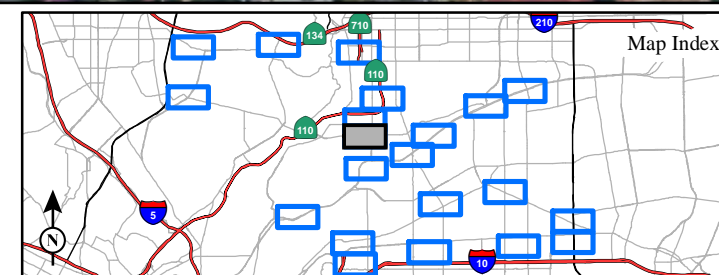


FIGURE 6.3-1
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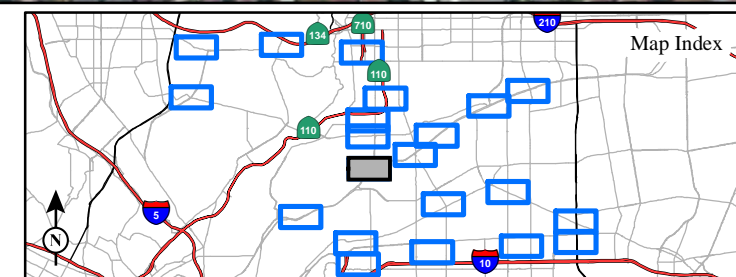
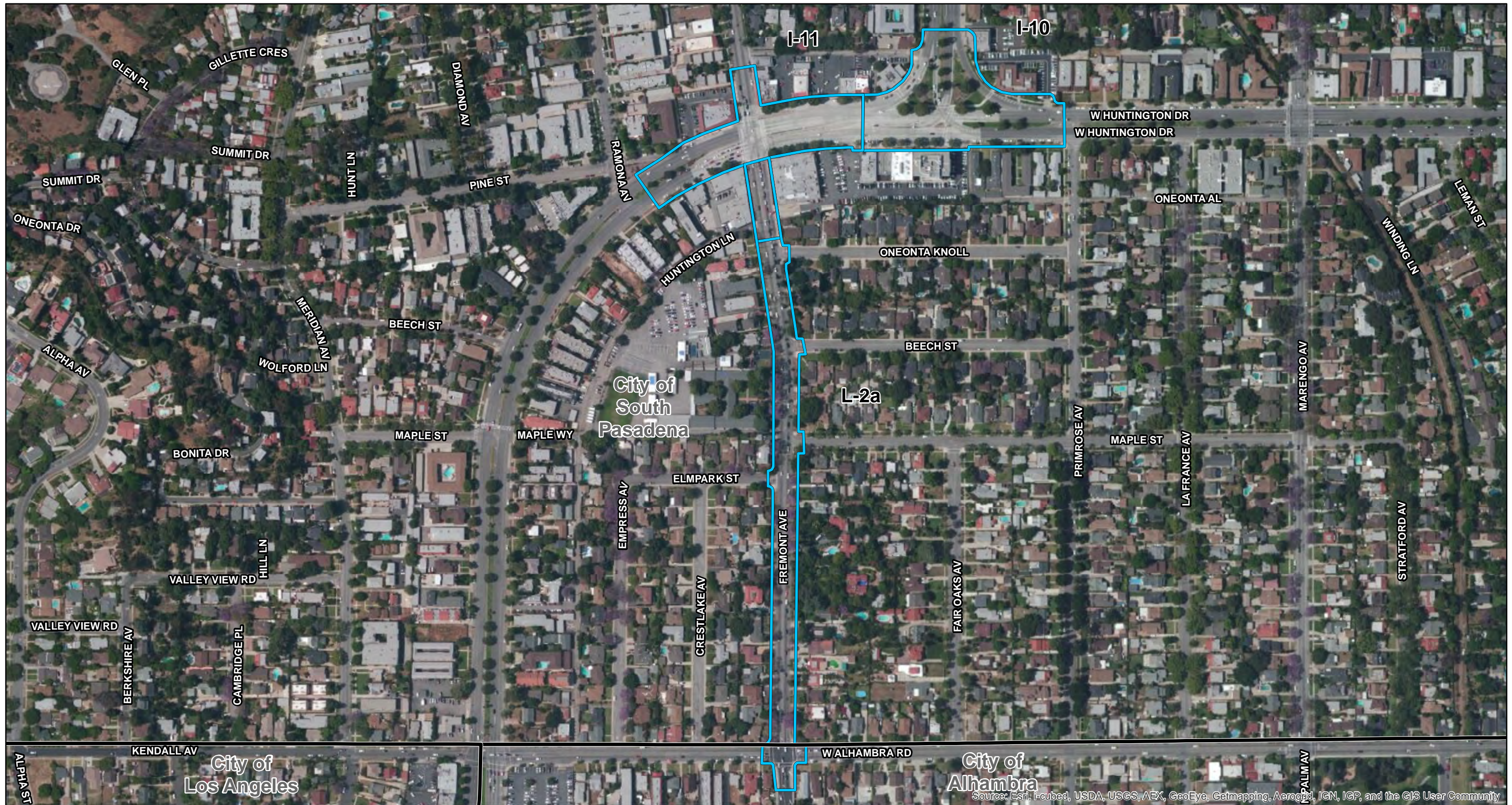
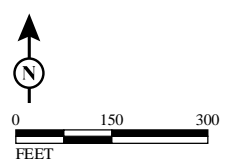


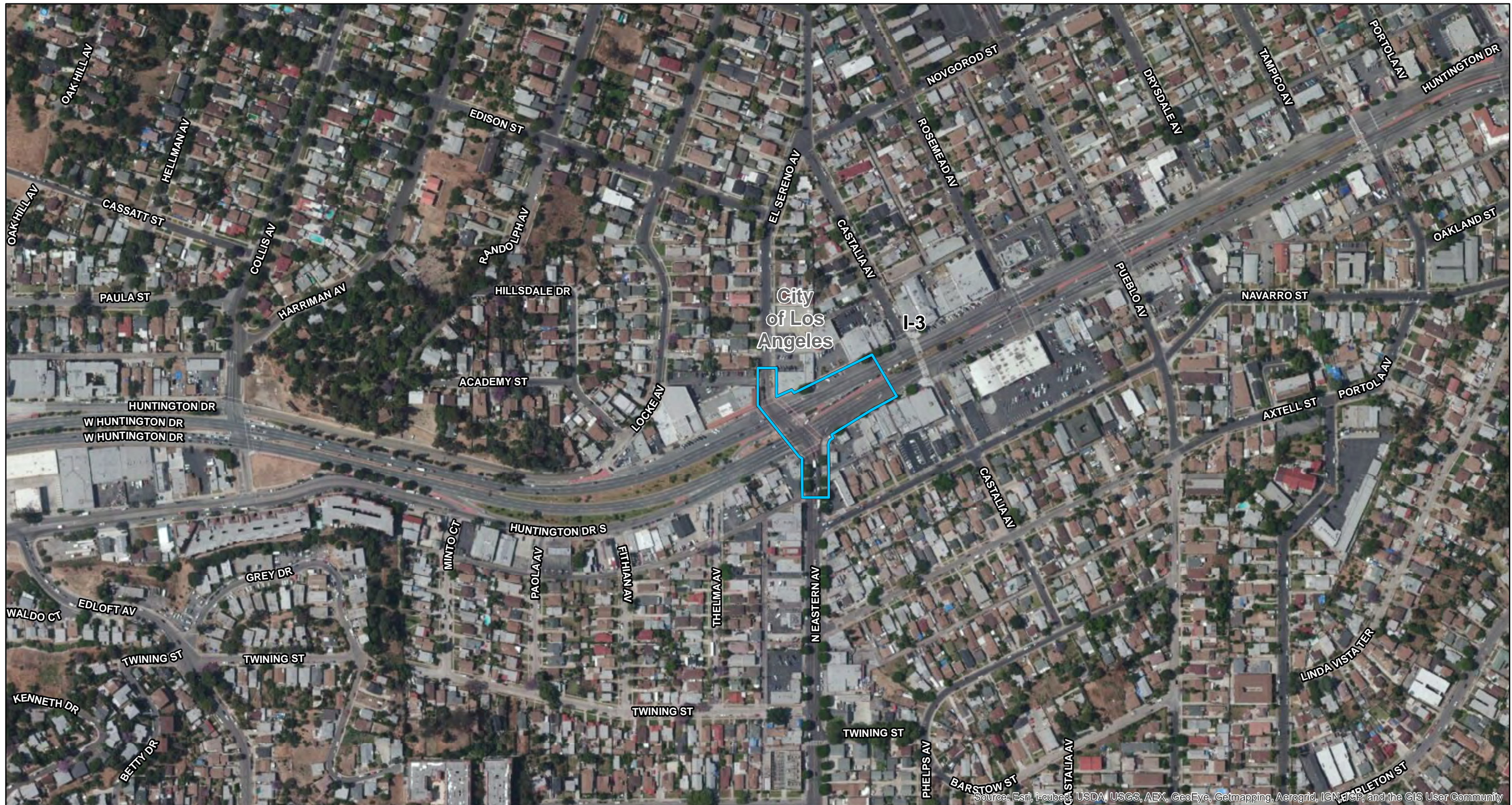
FIGURE 6.3-1
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SR 710 North Study
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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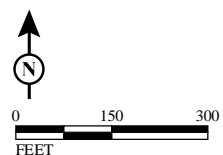
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LEGEND

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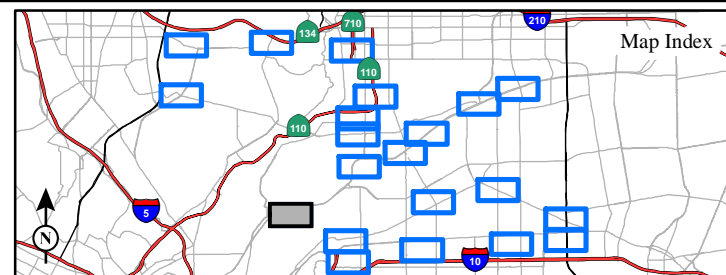


FIGURE 6.3-1
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SR 710 North Study
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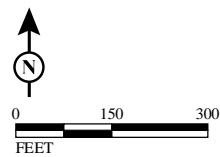
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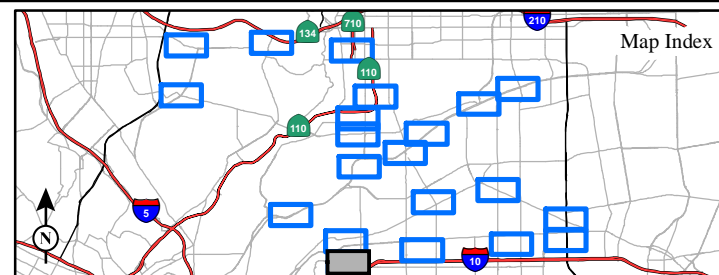
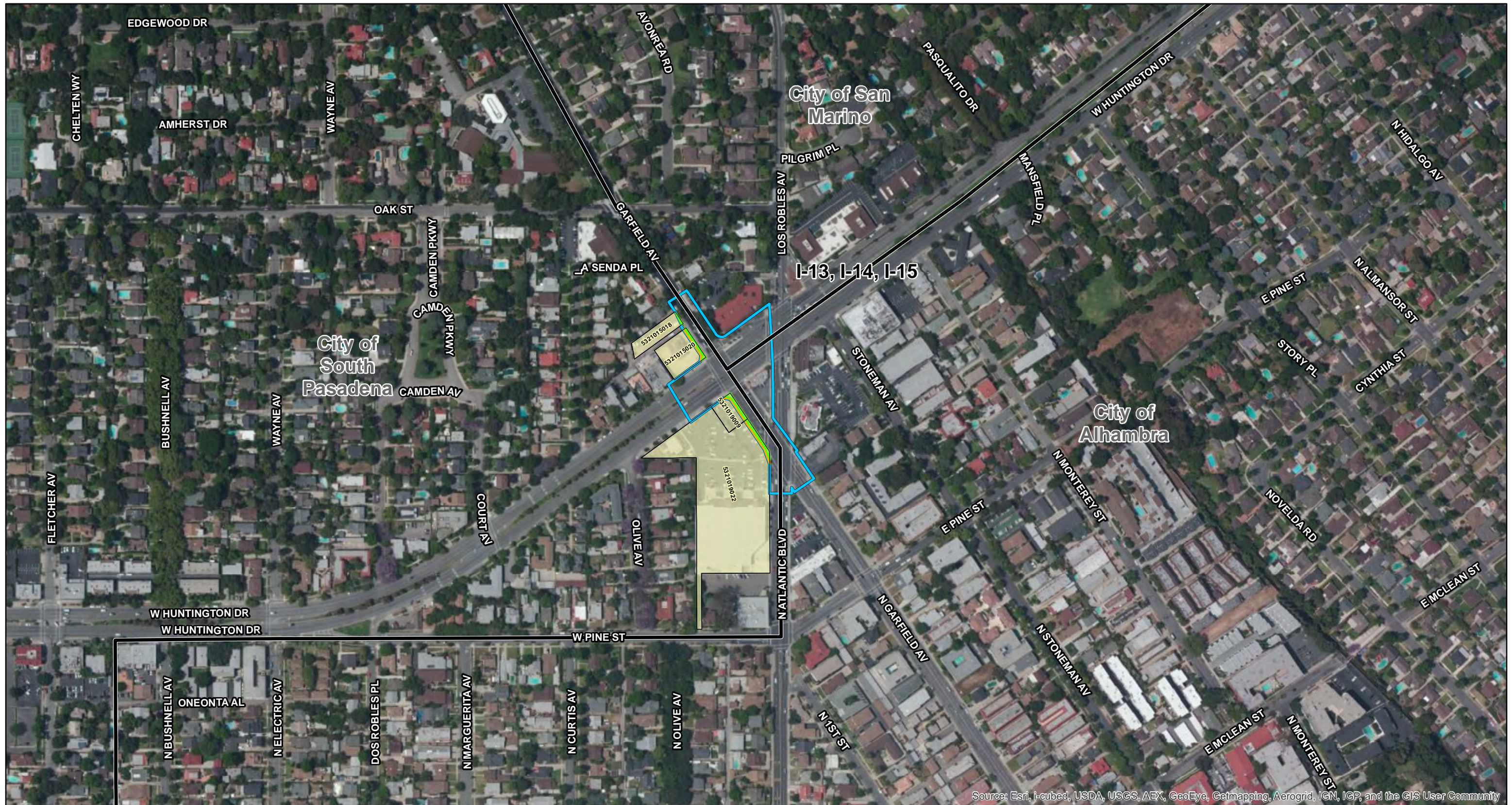


FIGURE 6.3-1
Sheet 11 of 21

SR 710 North Study
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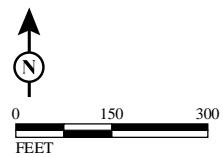
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)

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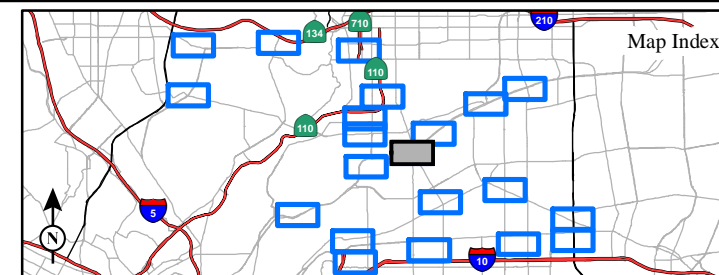
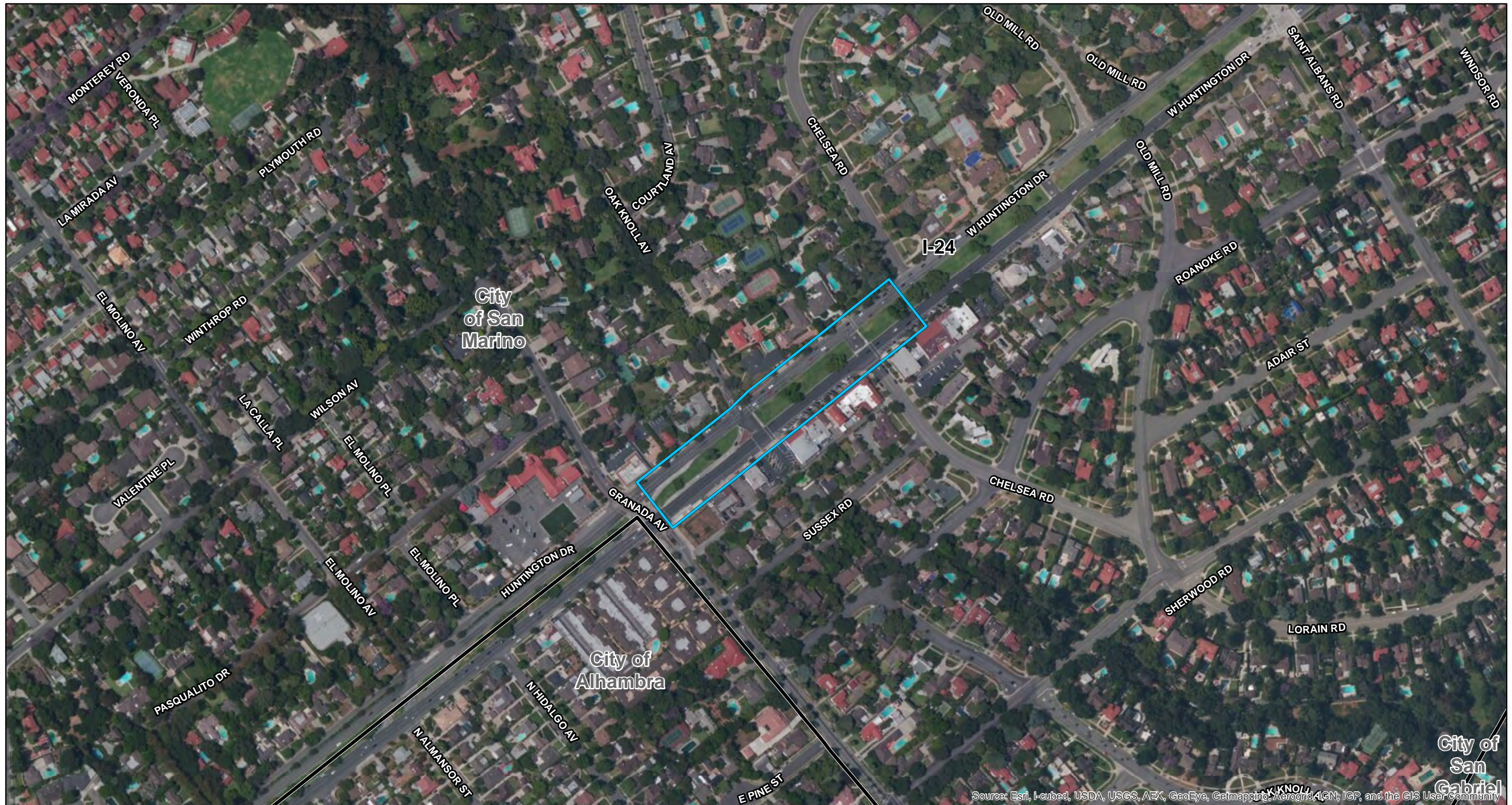


FIGURE 6.3-1
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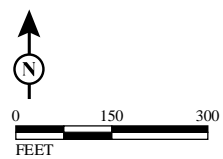
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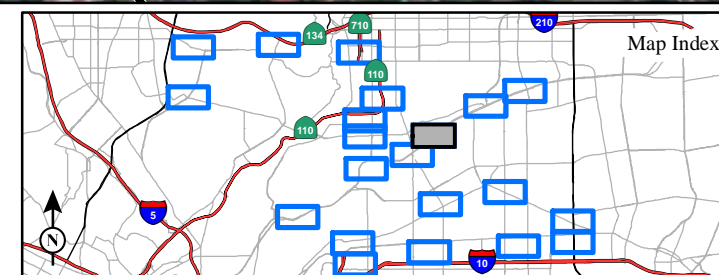


LEGEND

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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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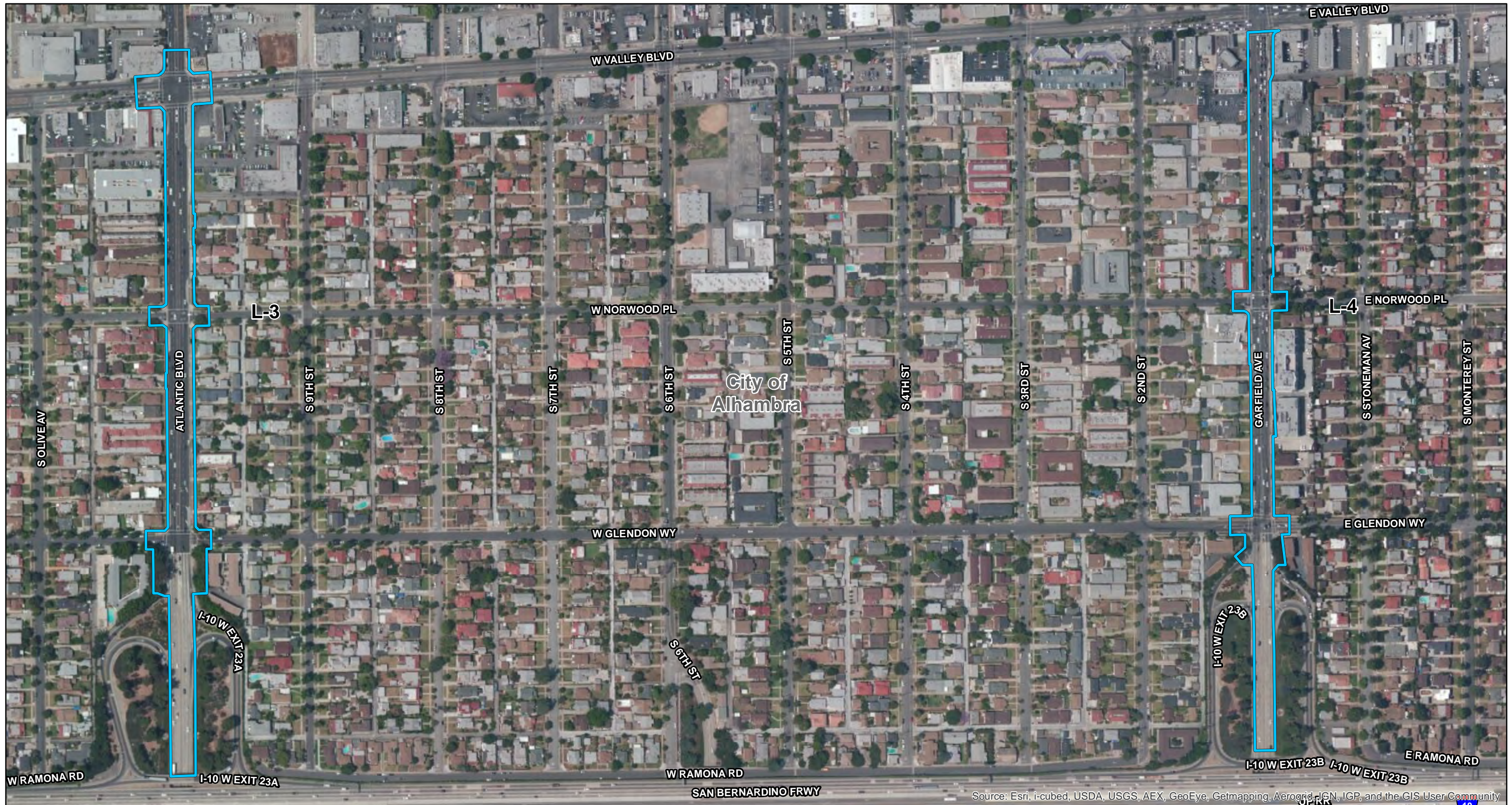
City of San Gabriel

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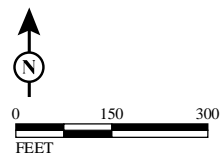
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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|  TSM/TDM Alternative Local Street and Intersection Improvements |  Full Acquisition |
|  City/Community/Neighborhood Boundary |  Partial Acquisition |
|  Parcels Where Acquisitions/Easements Would be Required |  Temporary Construction Easement |
| |  Permanent Easement |



SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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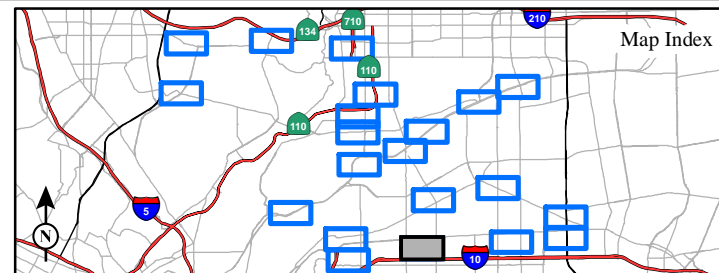
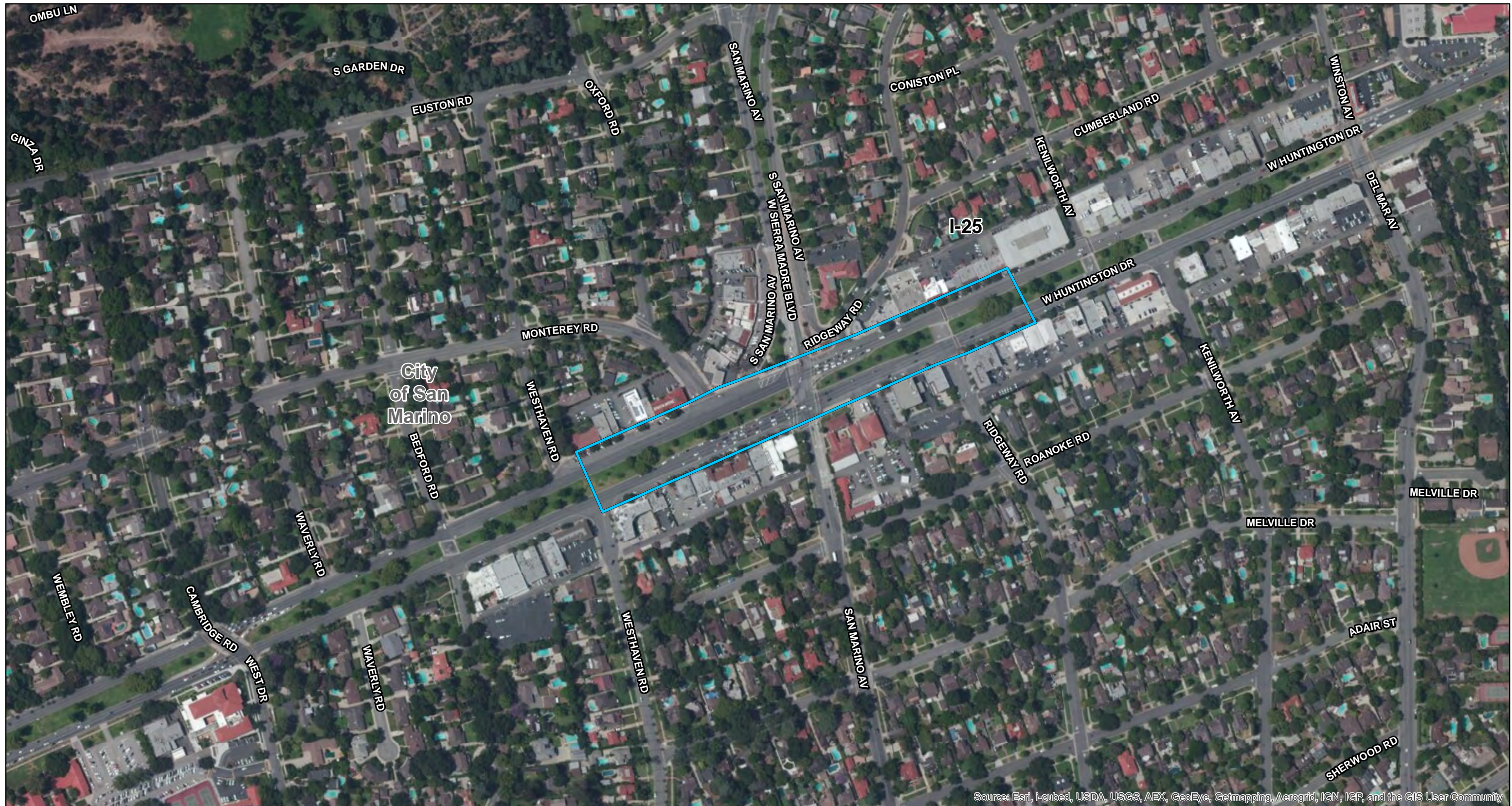









FIGURE 6.3-1
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|  TSM/TDM Alternative Local Street and Intersection Improvements |  Full Acquisition |
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|  Parcels Where Acquisitions/Easements Would be Required |  Temporary Construction Easement |
| |  Permanent Easement |

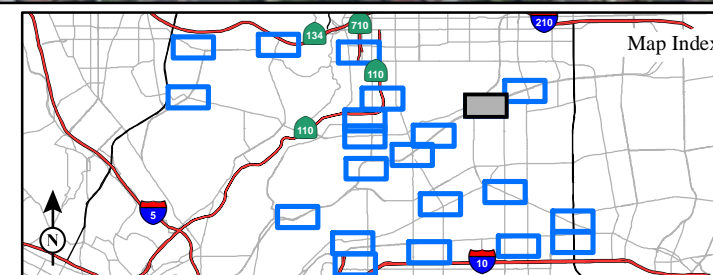
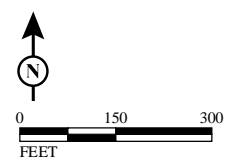


FIGURE 6.3-1
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SR 710 North Study
TSM/TDM Alternative
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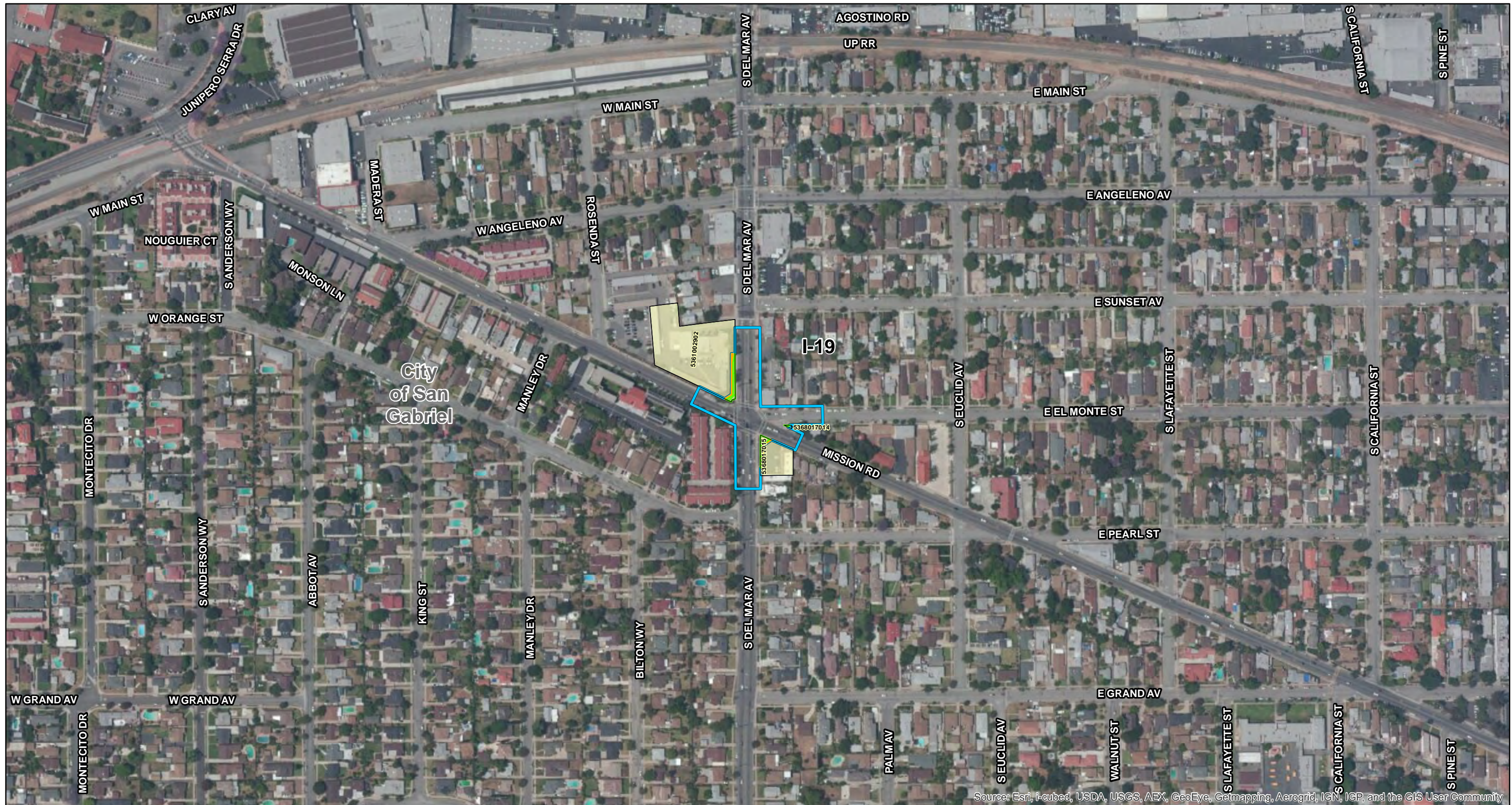
07-LA-710 (SR 710)
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)

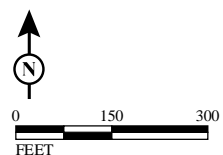
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|  TSM/TDM Alternative Local Street and Intersection Improvements |  Full Acquisition |
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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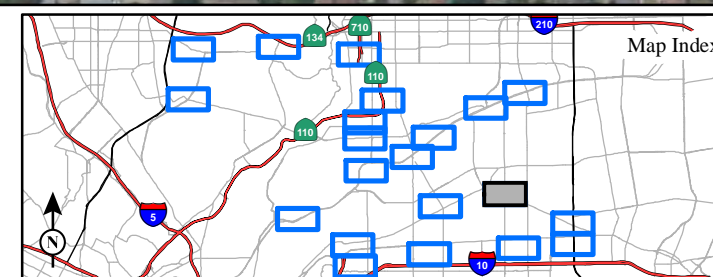
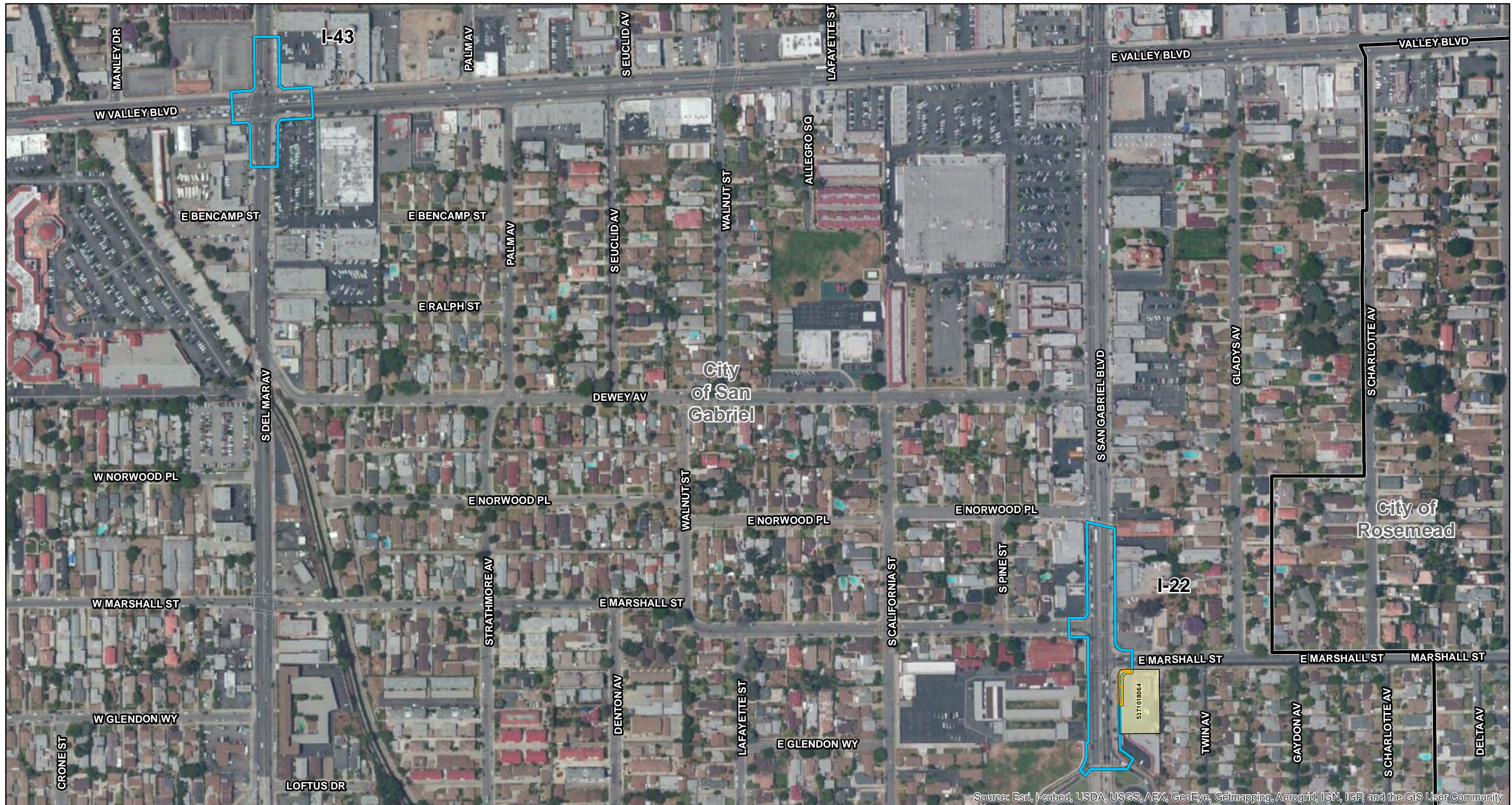


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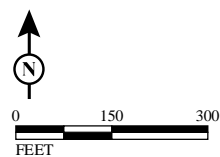
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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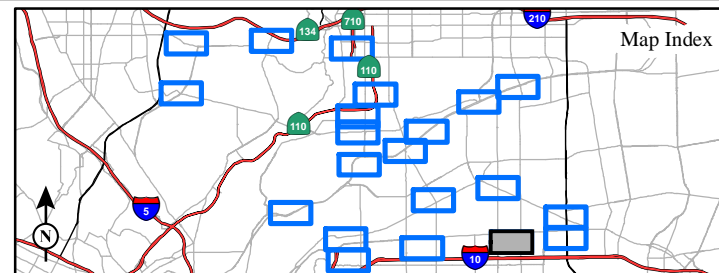
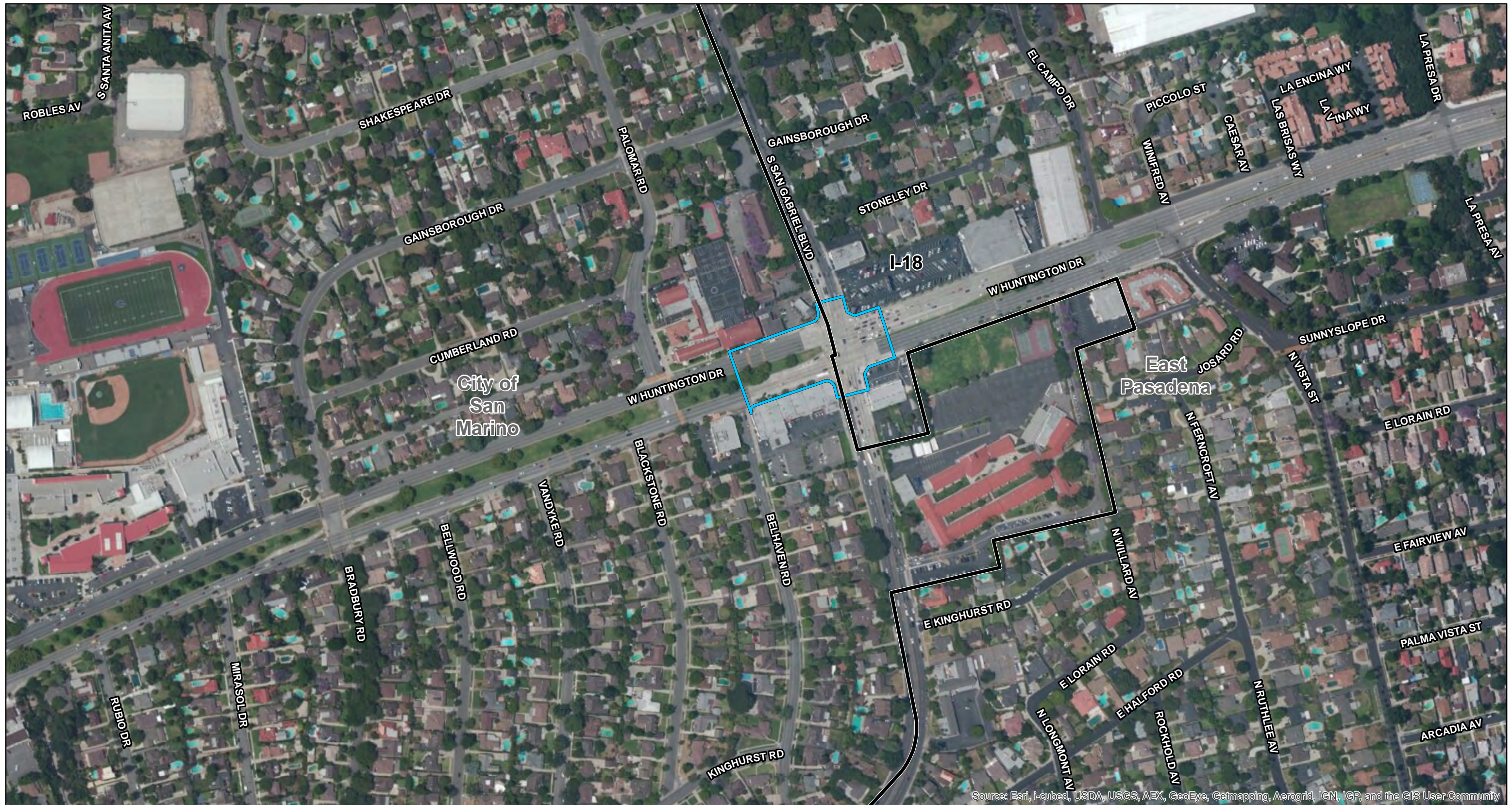


FIGURE 6.3-1
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SR 710 North Study
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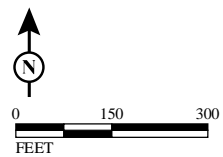
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
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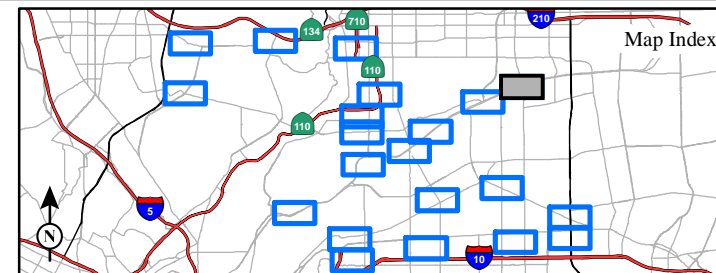


FIGURE 6.3-1
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SR 710 North Study
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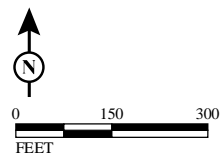
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)

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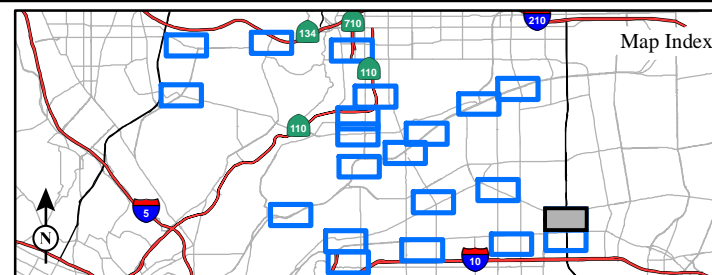
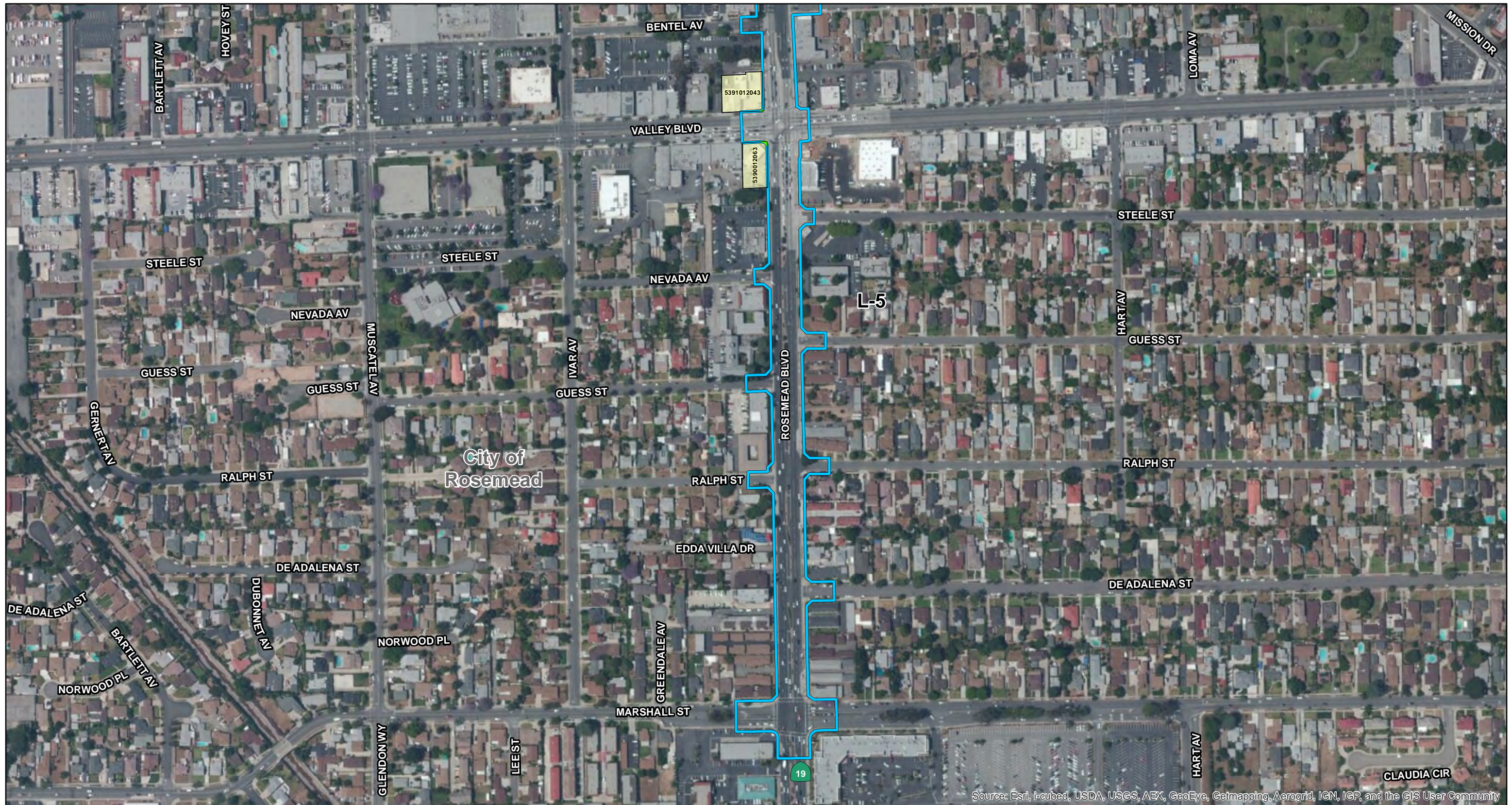


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SR 710 North Study
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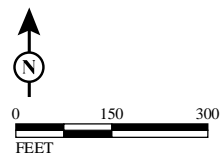
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- TSM/TDM Alternative Local Street and Intersection Improvements
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SOURCE: Bing Maps (5/2010); JMD (8/2013); DRCD (8/2013); EPIC (12/2013)
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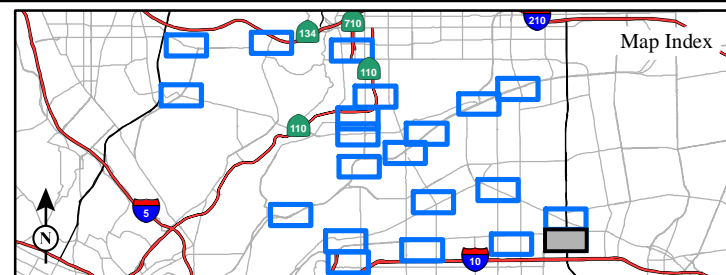







FIGURE 6.3-1
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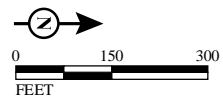
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-  BRT Alternative Improvement Location
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SOURCE: Bing Aerial (circa 2011); EPIC (12/2013)

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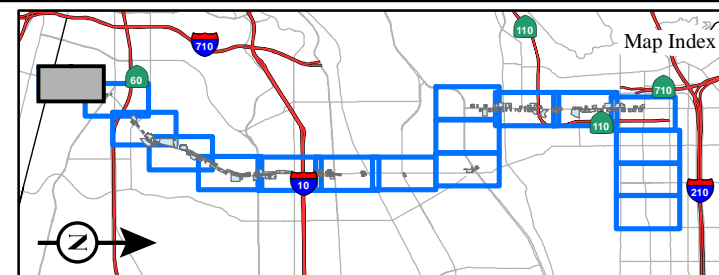
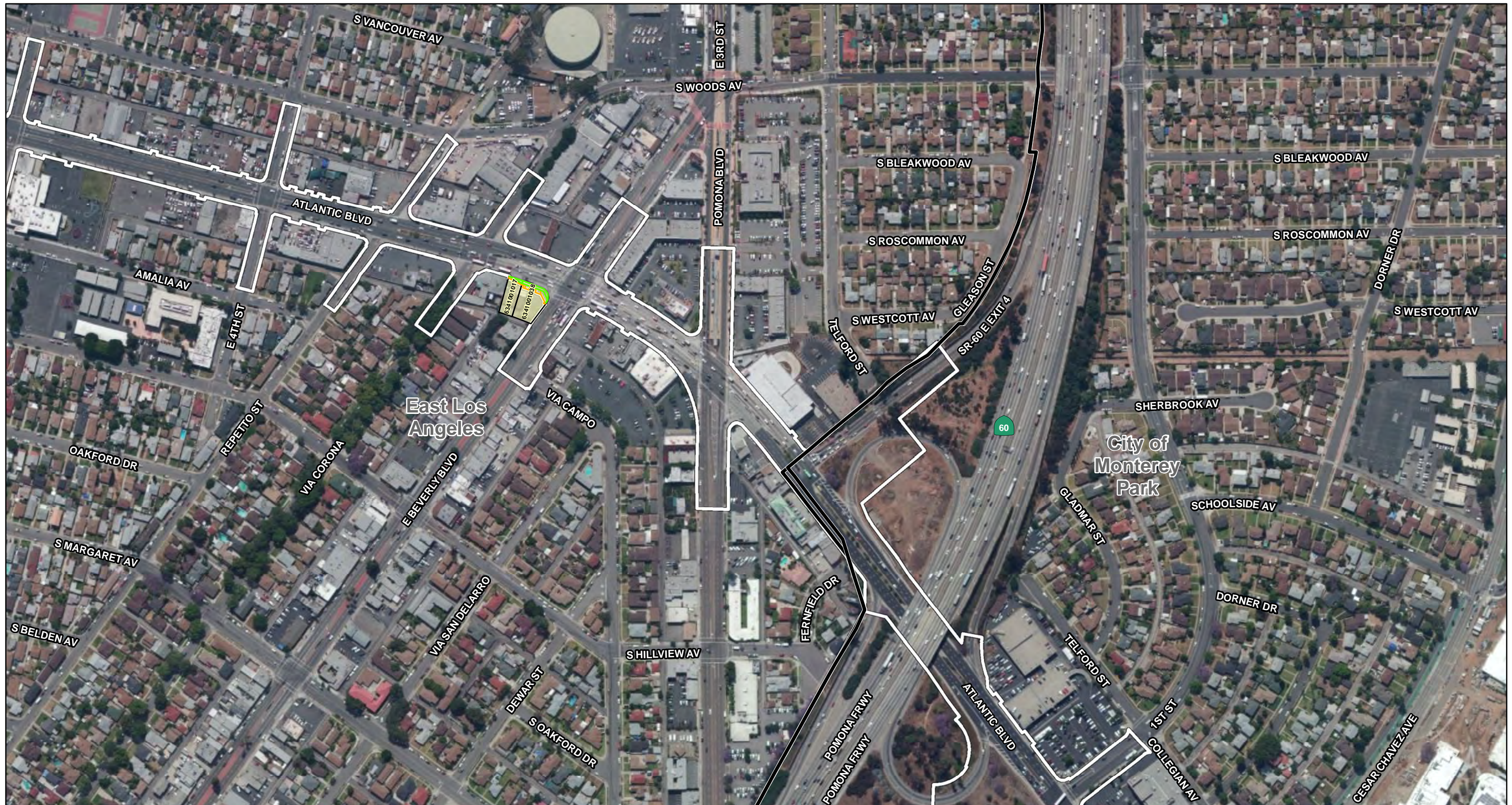







FIGURE 6.3-2
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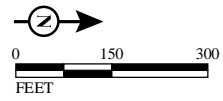
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-  BRT Alternative Improvement Location
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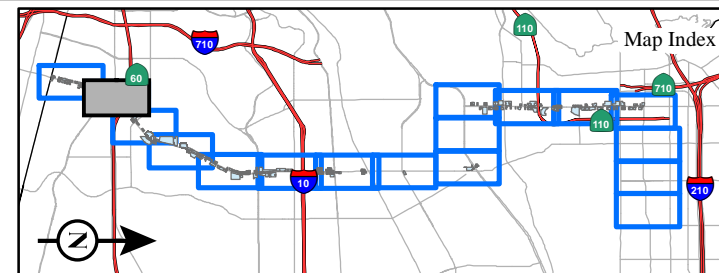
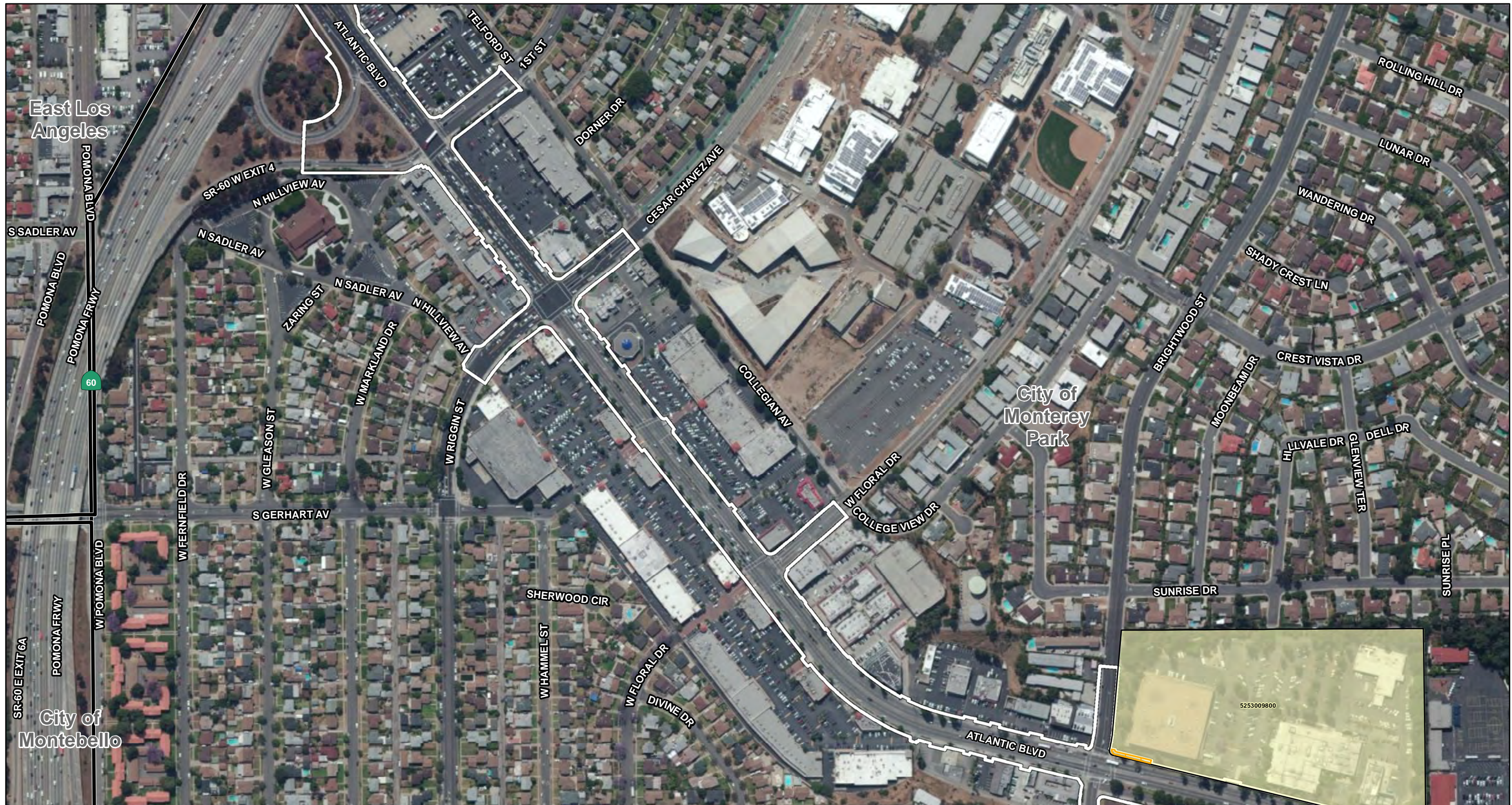


FIGURE 6.3-2
Sheet 2 of 17

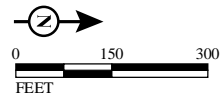
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LEGEND

- BRT Alternative Improvement Location
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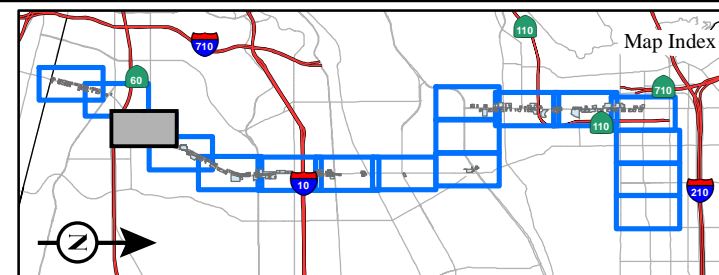
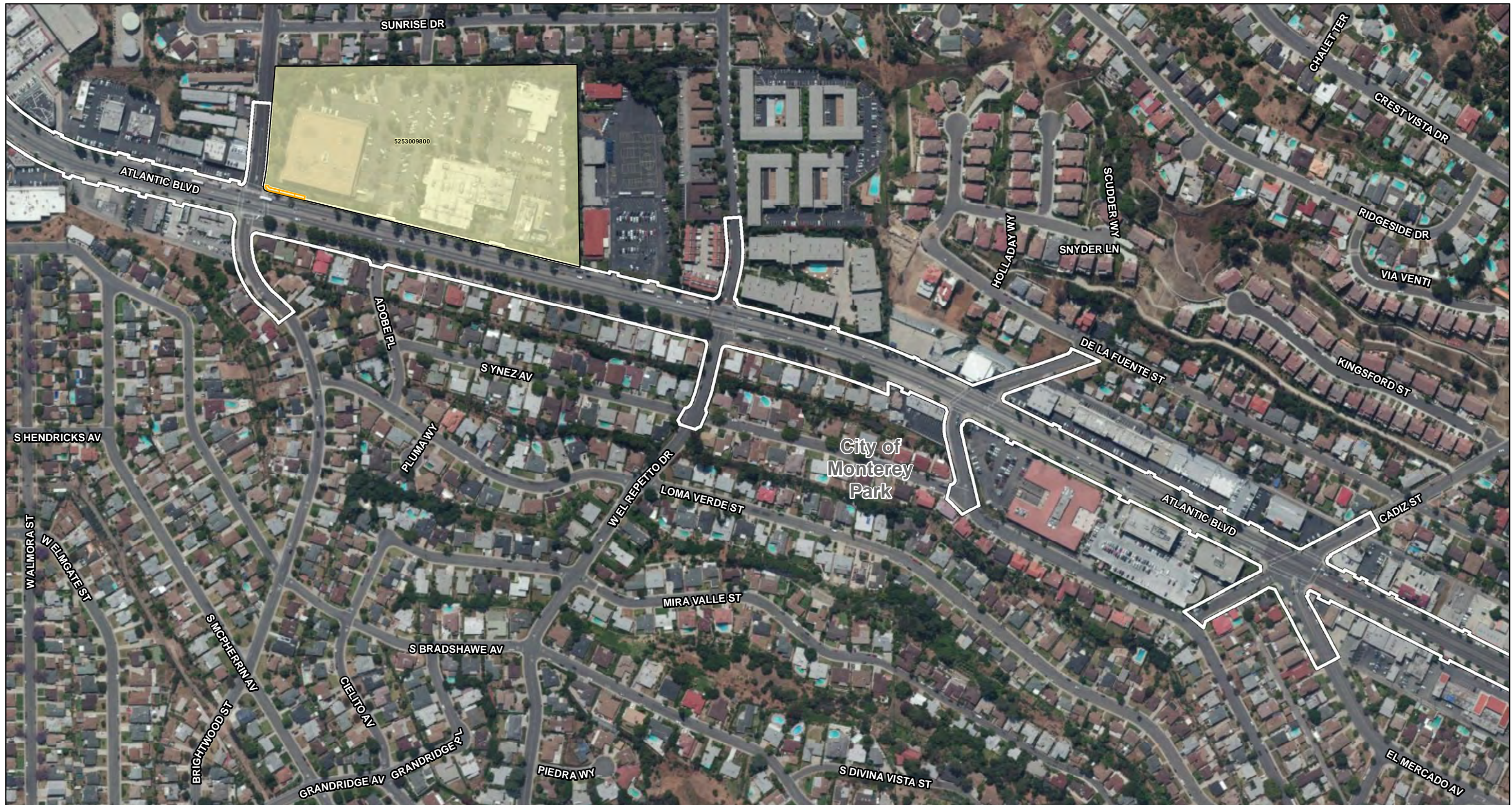


FIGURE 6.3-2
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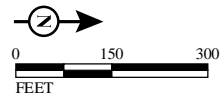
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- BRT Alternative Improvement Location
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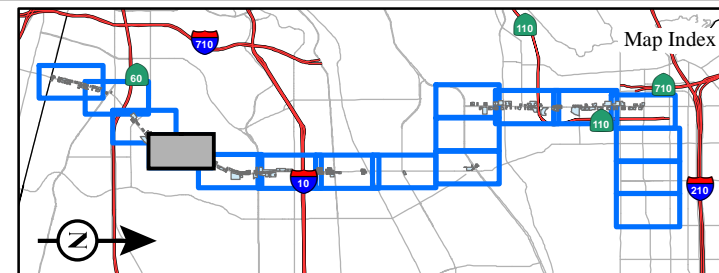
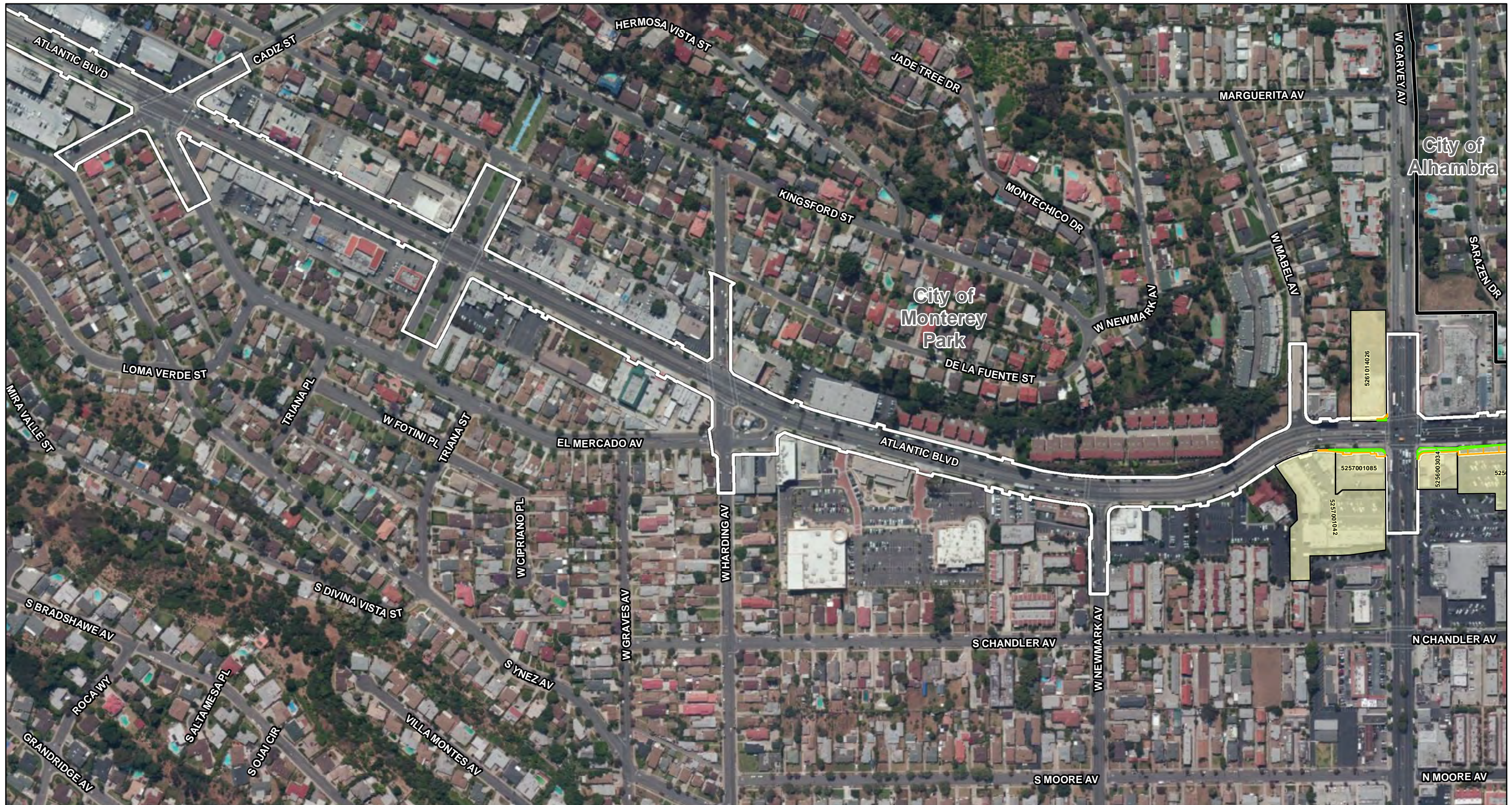


FIGURE 6.3-2
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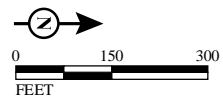
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LEGEND

- BRT Alternative Improvement Location
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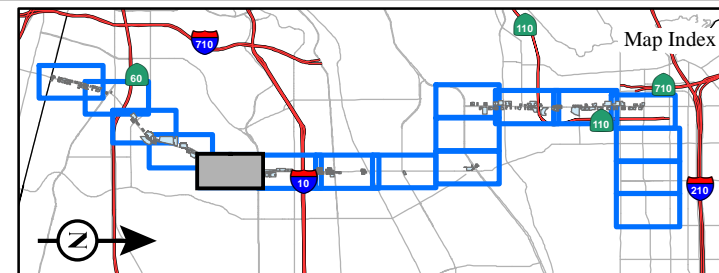
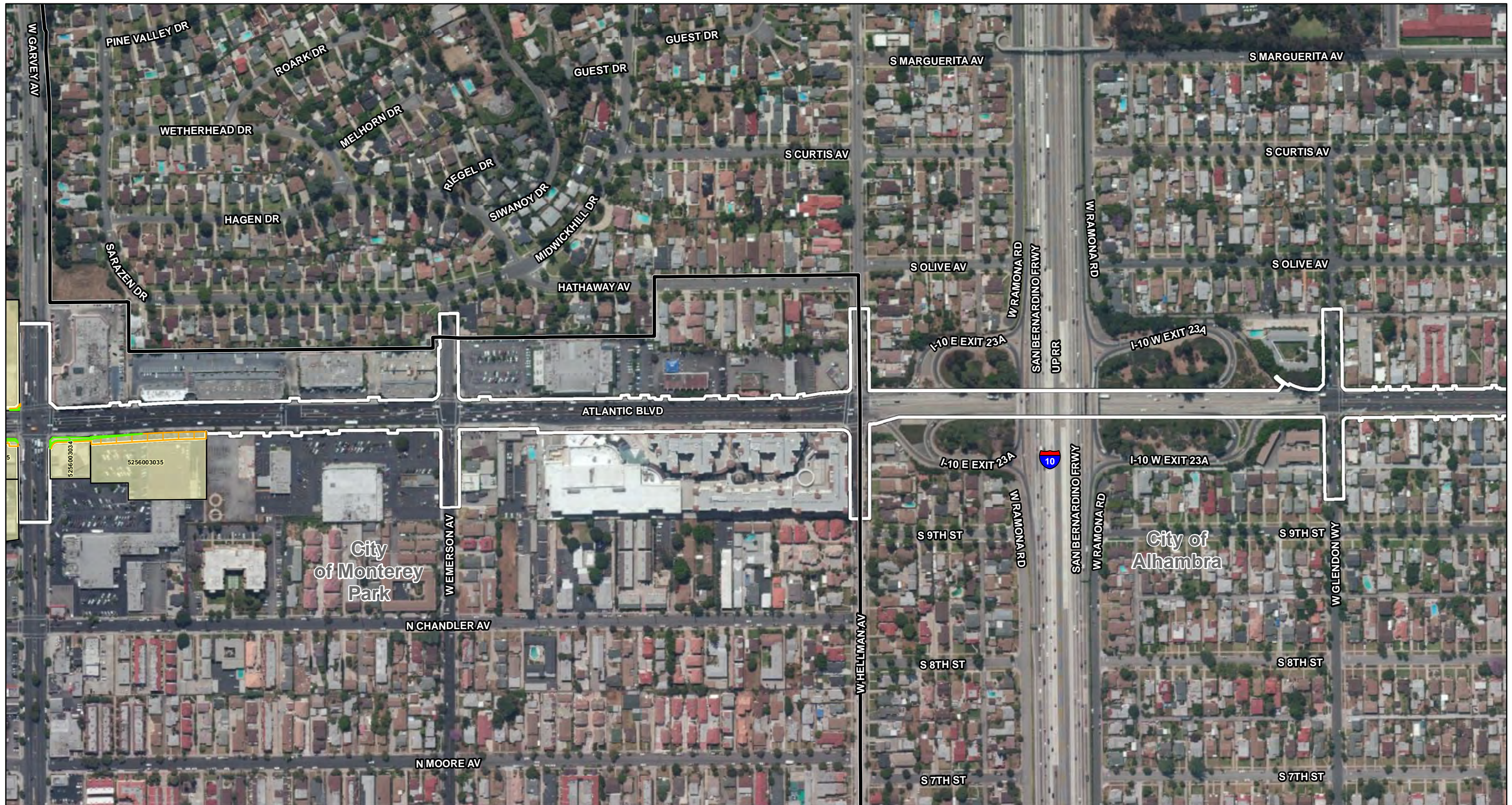







FIGURE 6.3-2
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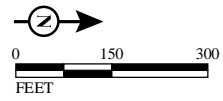
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-  BRT Alternative Improvement Location
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SOURCE: Bing Aerial (circa 2011); EPIC (12/2013)

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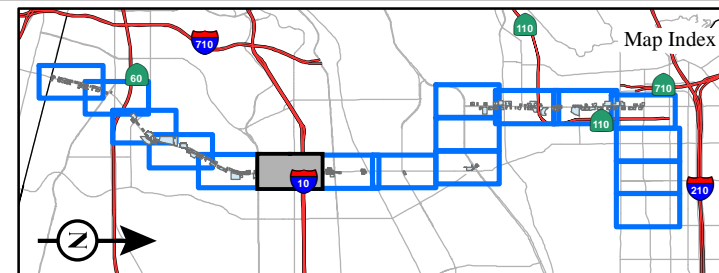


FIGURE 6.3-2
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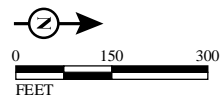
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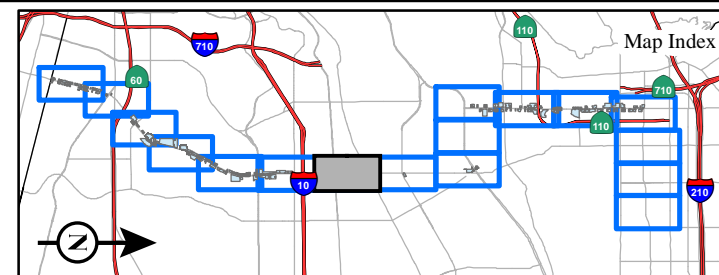







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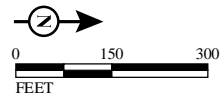
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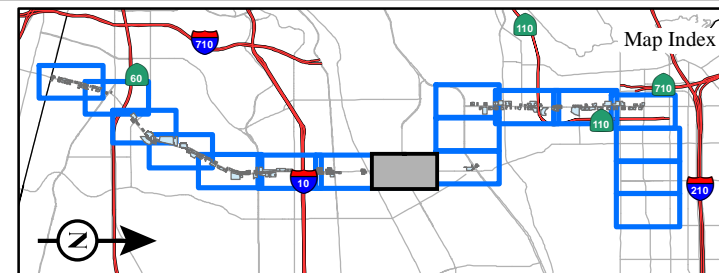
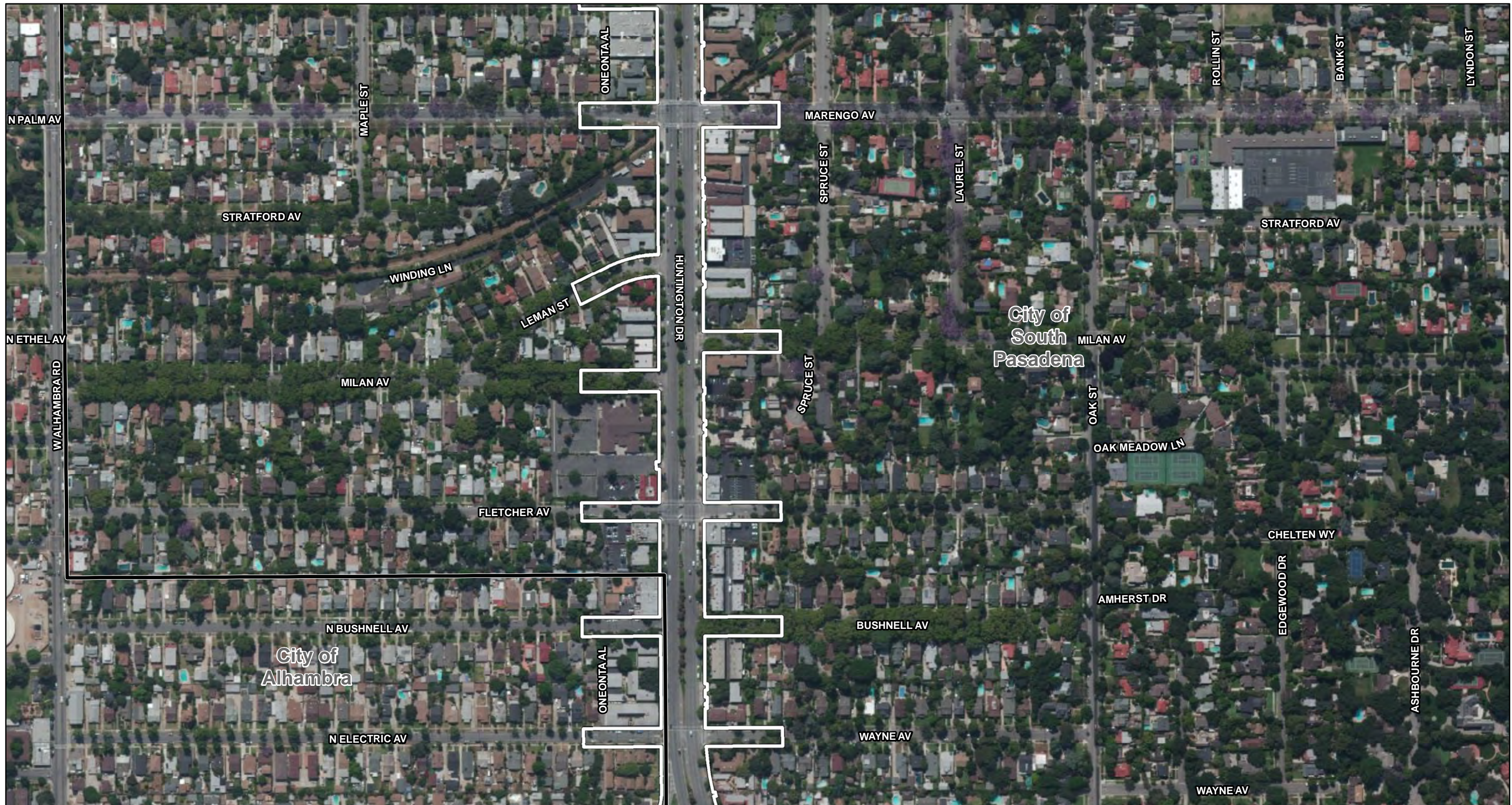


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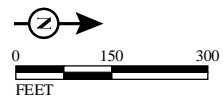
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LEGEND

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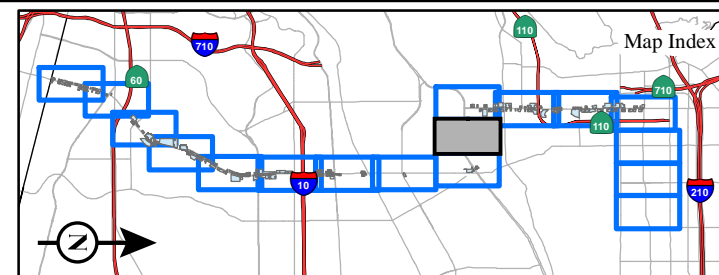
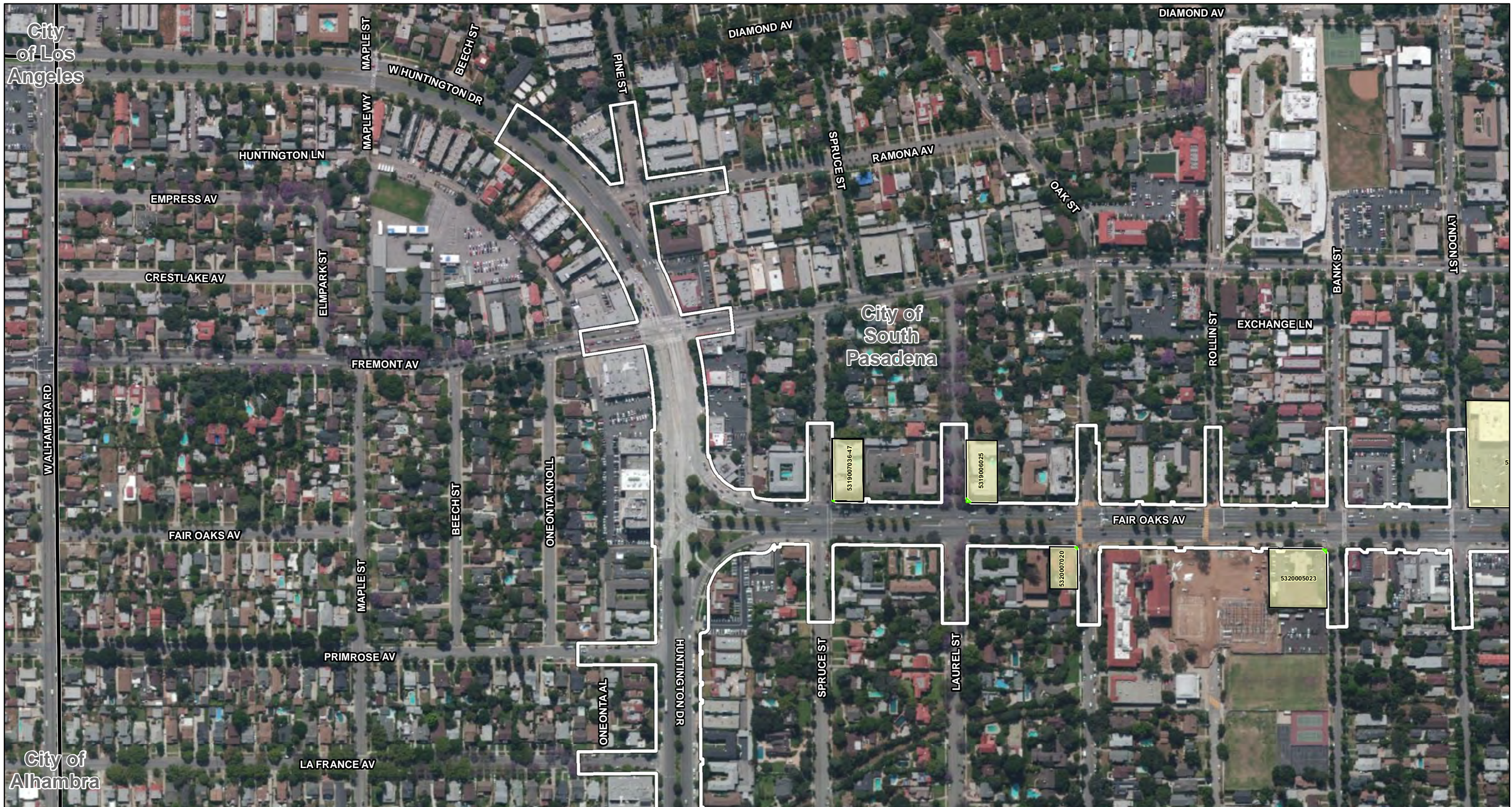


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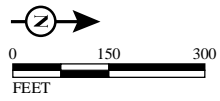
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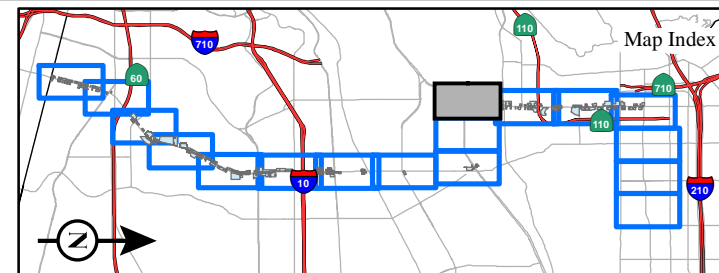
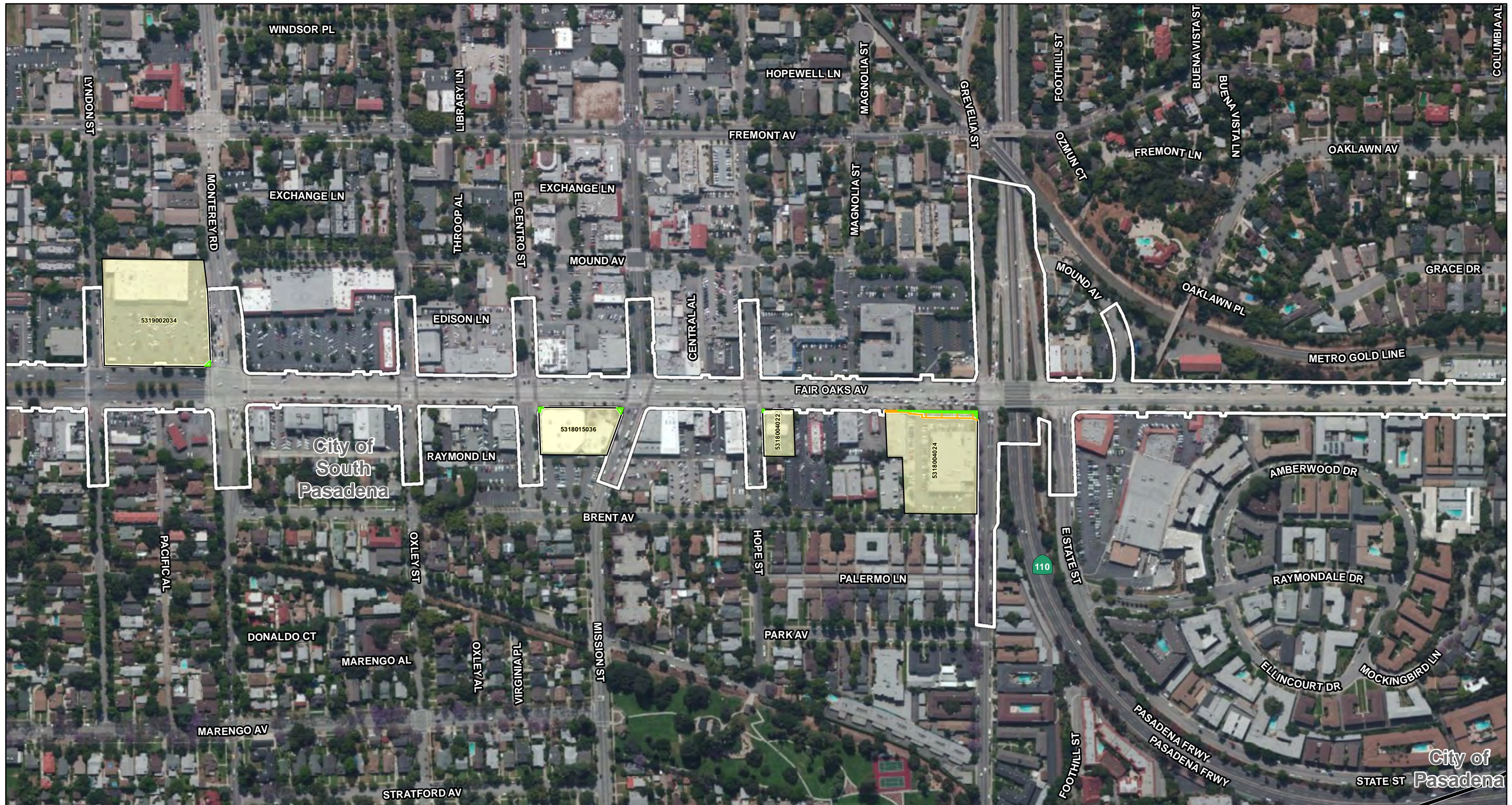







FIGURE 6.3-2
Sheet 11 of 17

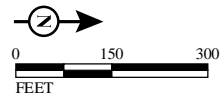
SR 710 North Study
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LEGEND

-  BRT Alternative Improvement Location
-  City/Community/Neighborhood Boundary
-  Parcels Where Acquisitions/Easements Would be Required
-  Partial Acquisition
-  Temporary Construction Easement



SOURCE: Bing Aerial (circa 2011); EPIC (12/2013)

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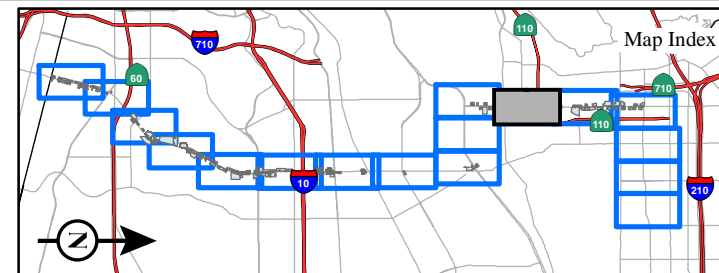
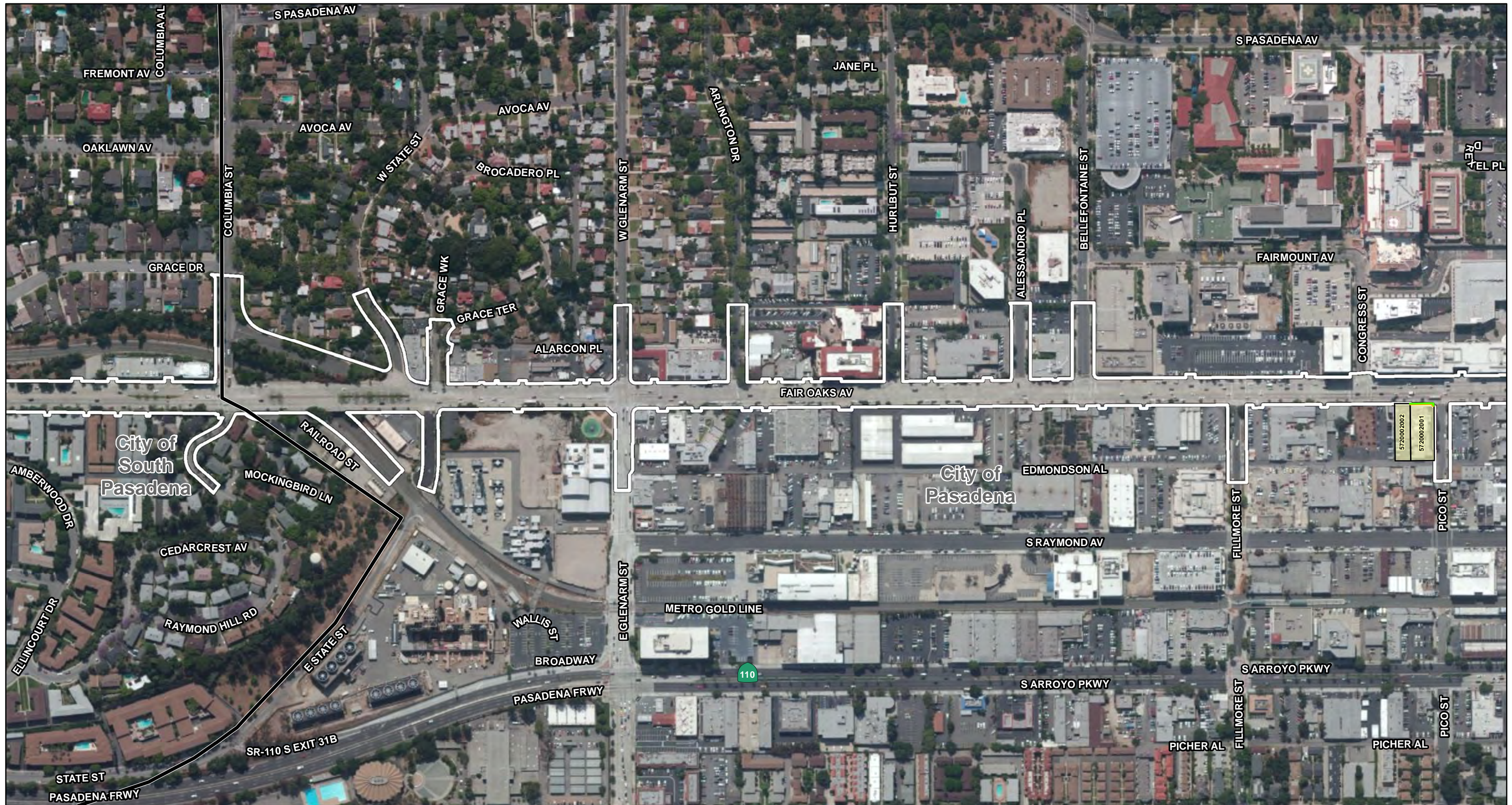


FIGURE 6.3-2
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




SR 710 North Study
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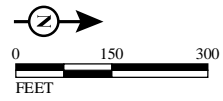
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LEGEND

-  BRT Alternative Improvement Location
-  City/Community/Neighborhood Boundary
-  Parcels Where Acquisitions/Easements Would be Required
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SOURCE: Bing Aerial (circa 2011); EPIC (12/2013)

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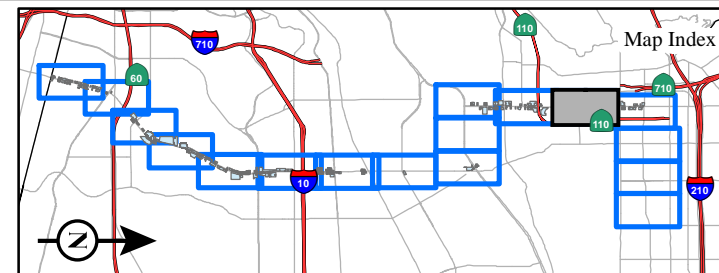
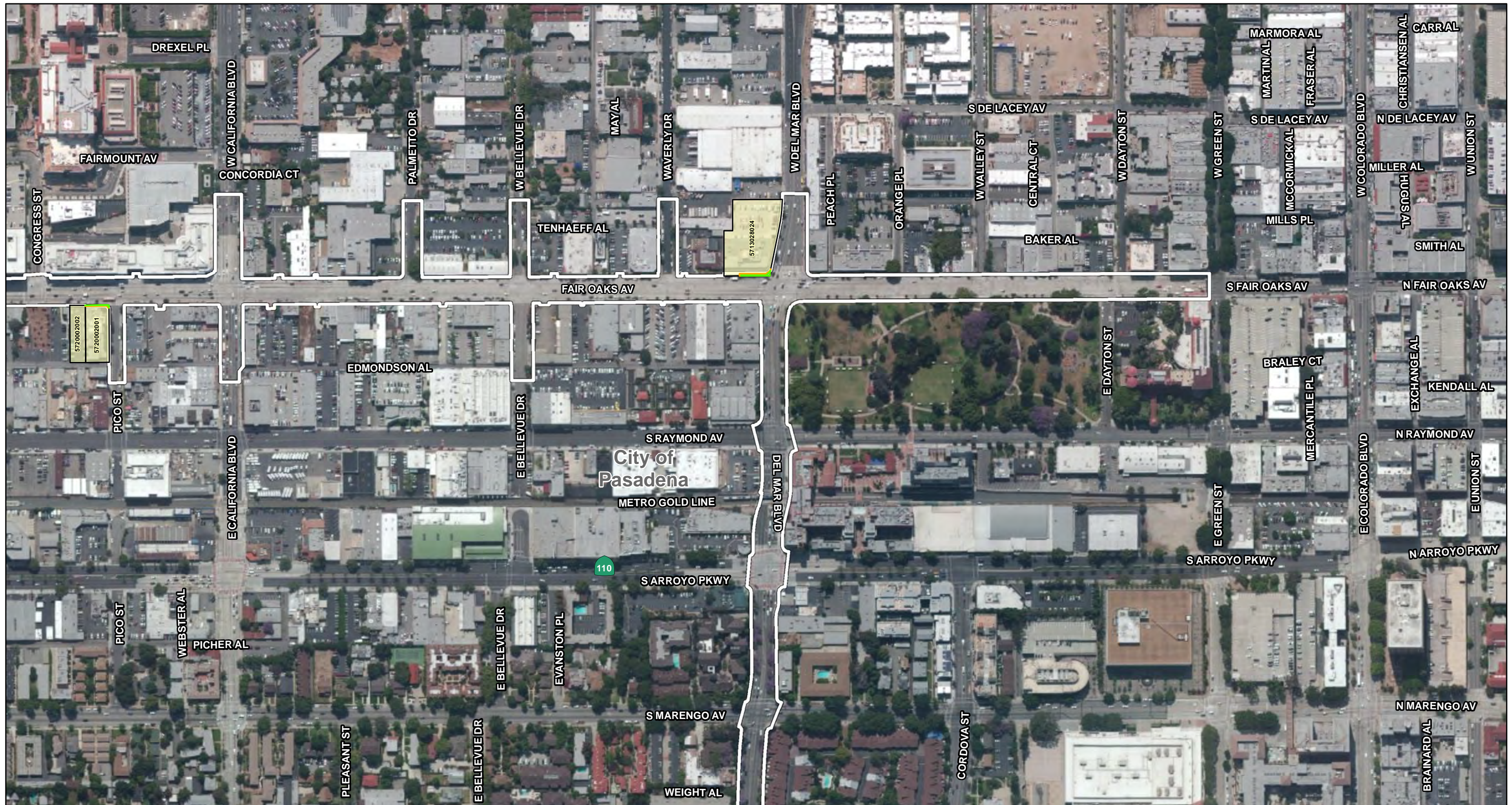







FIGURE 6.3-2
Sheet 13 of 17

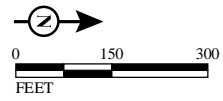
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LEGEND

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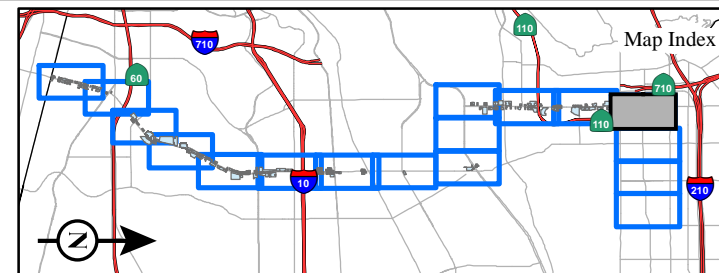
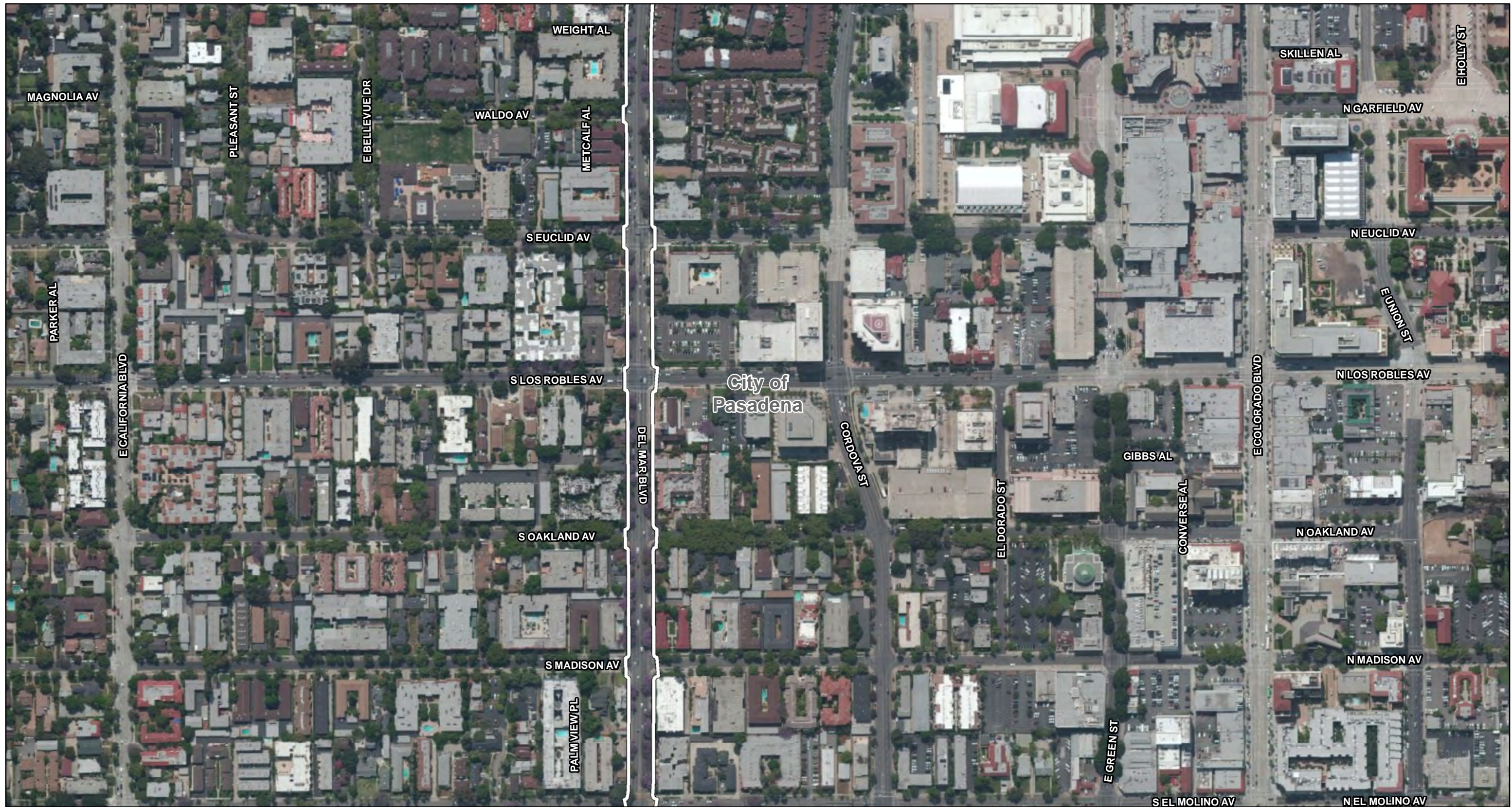


FIGURE 6.3-2
Sheet 14 of 17

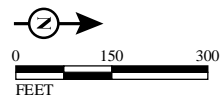
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LEGEND

- BRT Alternative Improvement Location
- City/Community/Neighborhood Boundary
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- Temporary Construction Easement



SOURCE: Bing Aerial (circa 2011); EPIC (12/2013)

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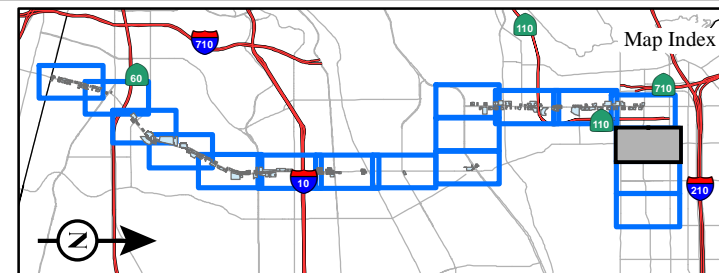
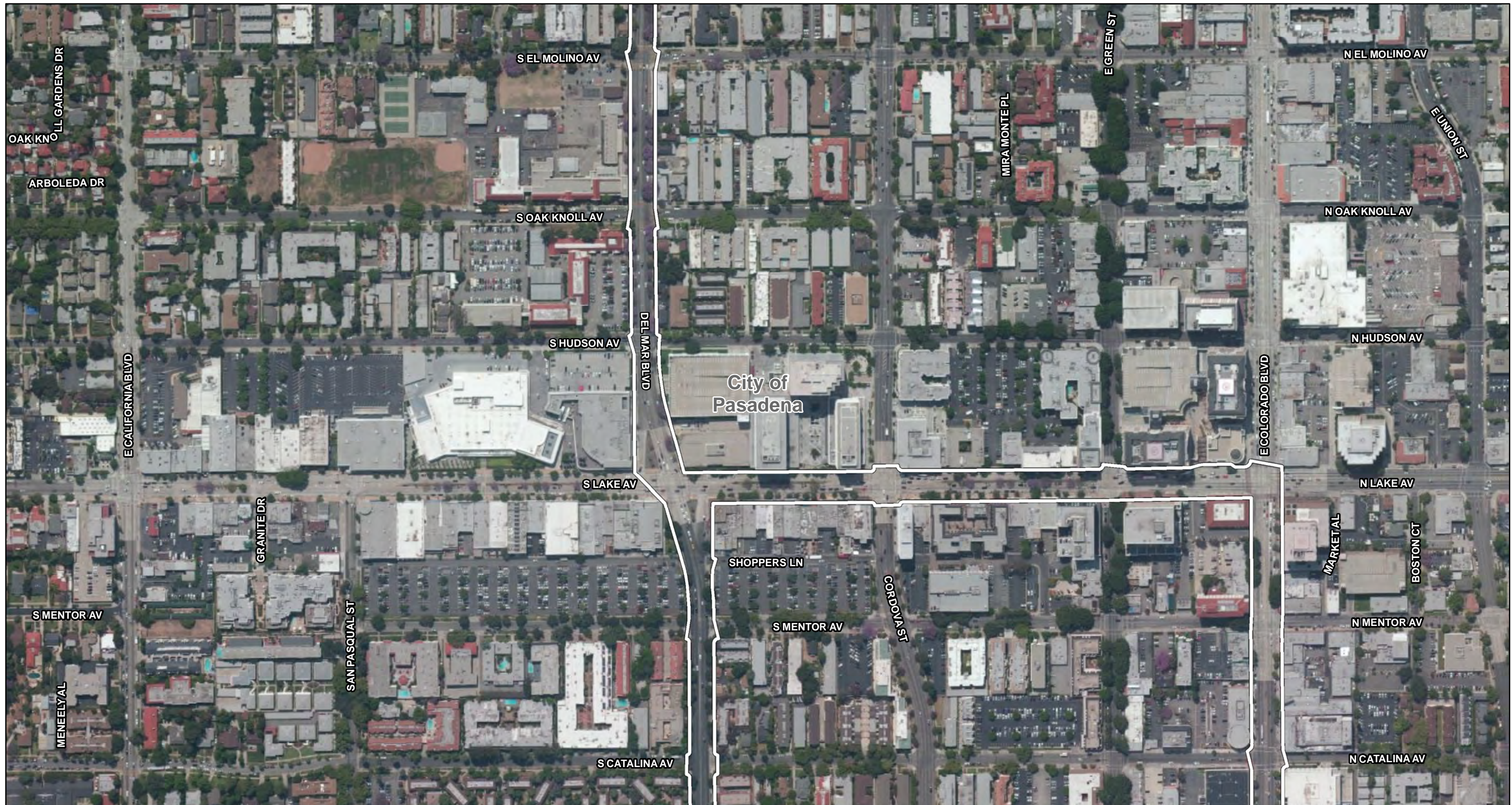







FIGURE 6.3-2
Sheet 15 of 17

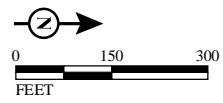
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LEGEND

-  BRT Alternative Improvement Location
-  City/Community/Neighborhood Boundary
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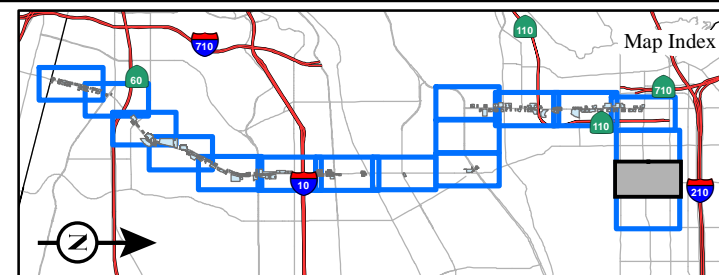
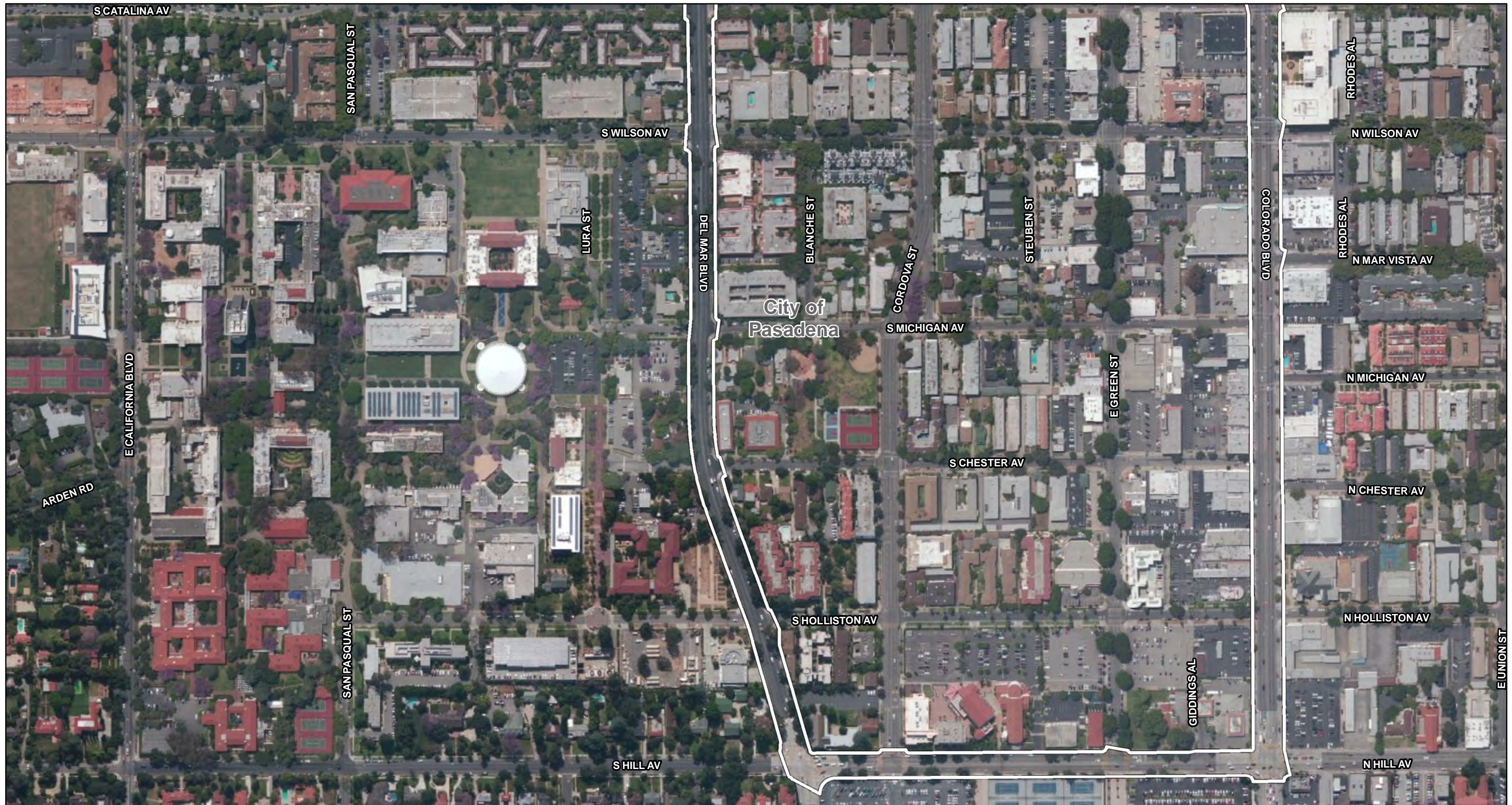







FIGURE 6.3-2
Sheet 16 of 17

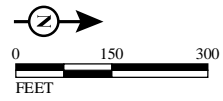
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LEGEND

-  BRT Alternative Improvement Location
-  City/Community/Neighborhood Boundary
-  Parcels Where Acquisitions/Easements Would be Required
-  Partial Acquisition
-  Temporary Construction Easement



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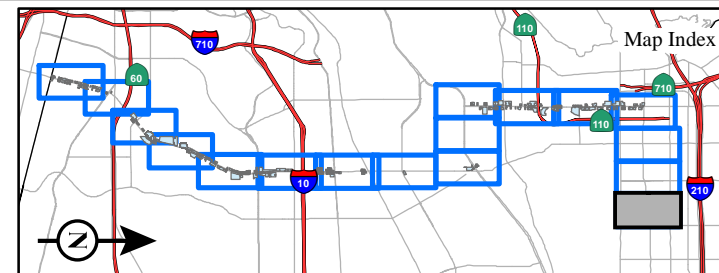
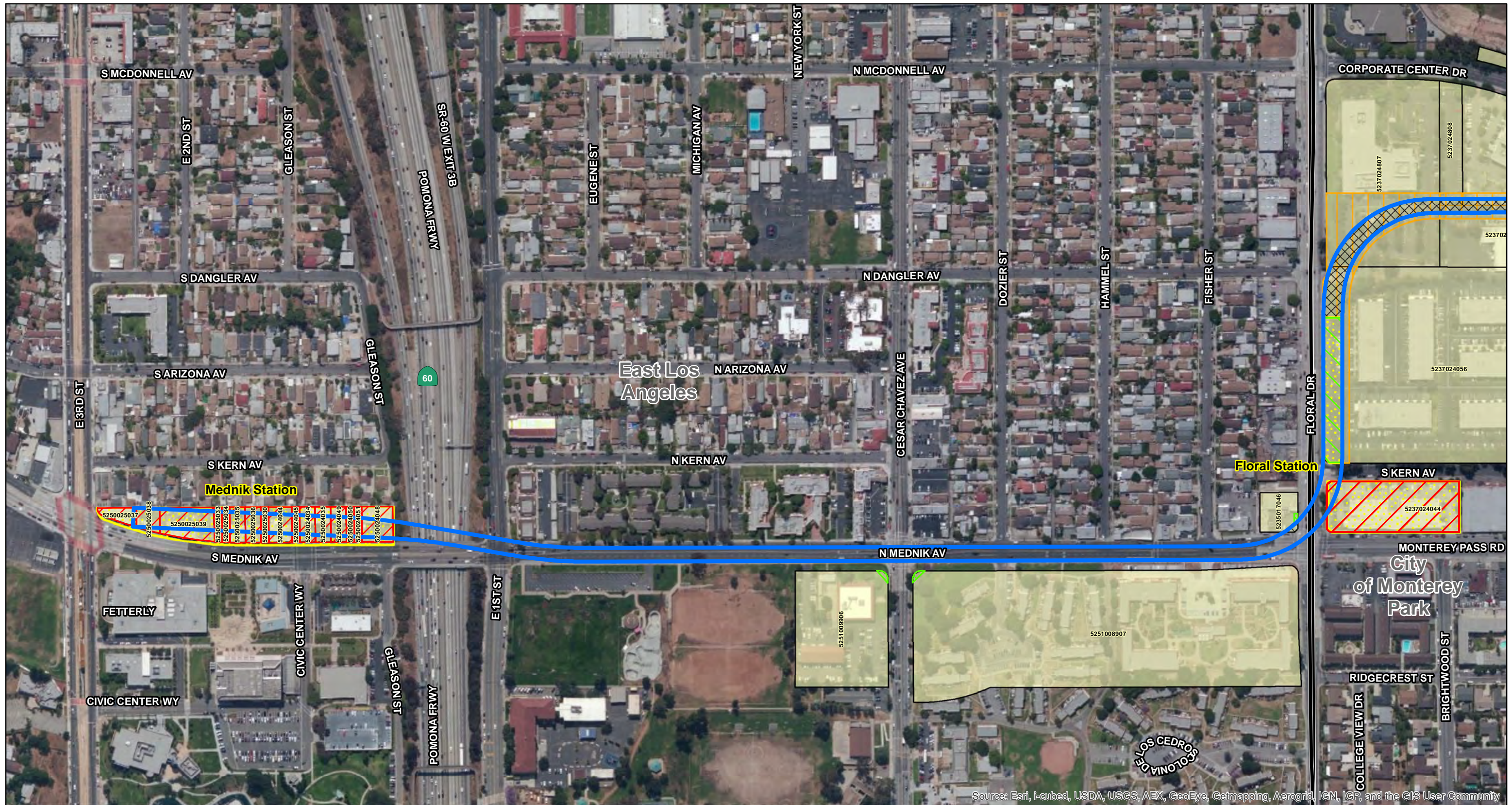


FIGURE 6.3-2
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








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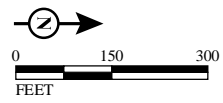
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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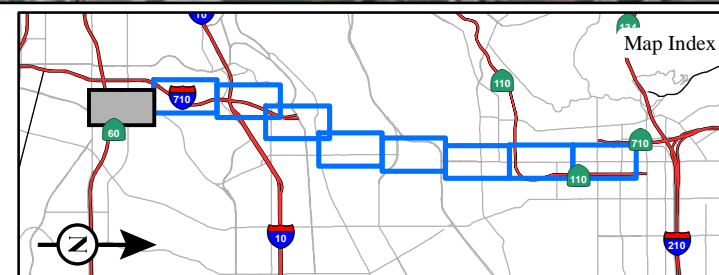


FIGURE 6.3-3
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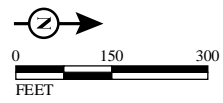
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



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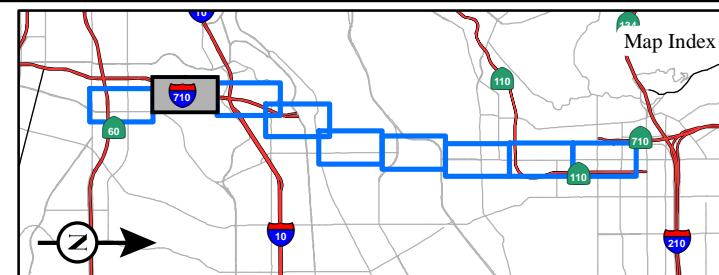


FIGURE 6.3-3
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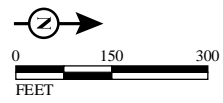
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGR, and the GIS User Community

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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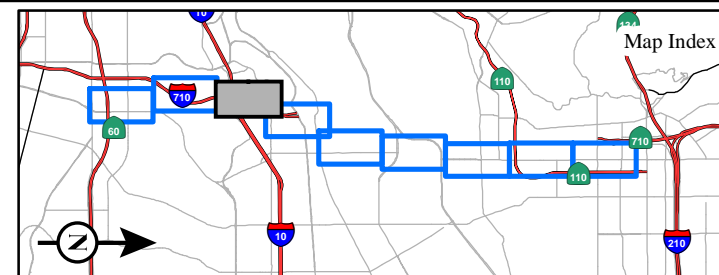
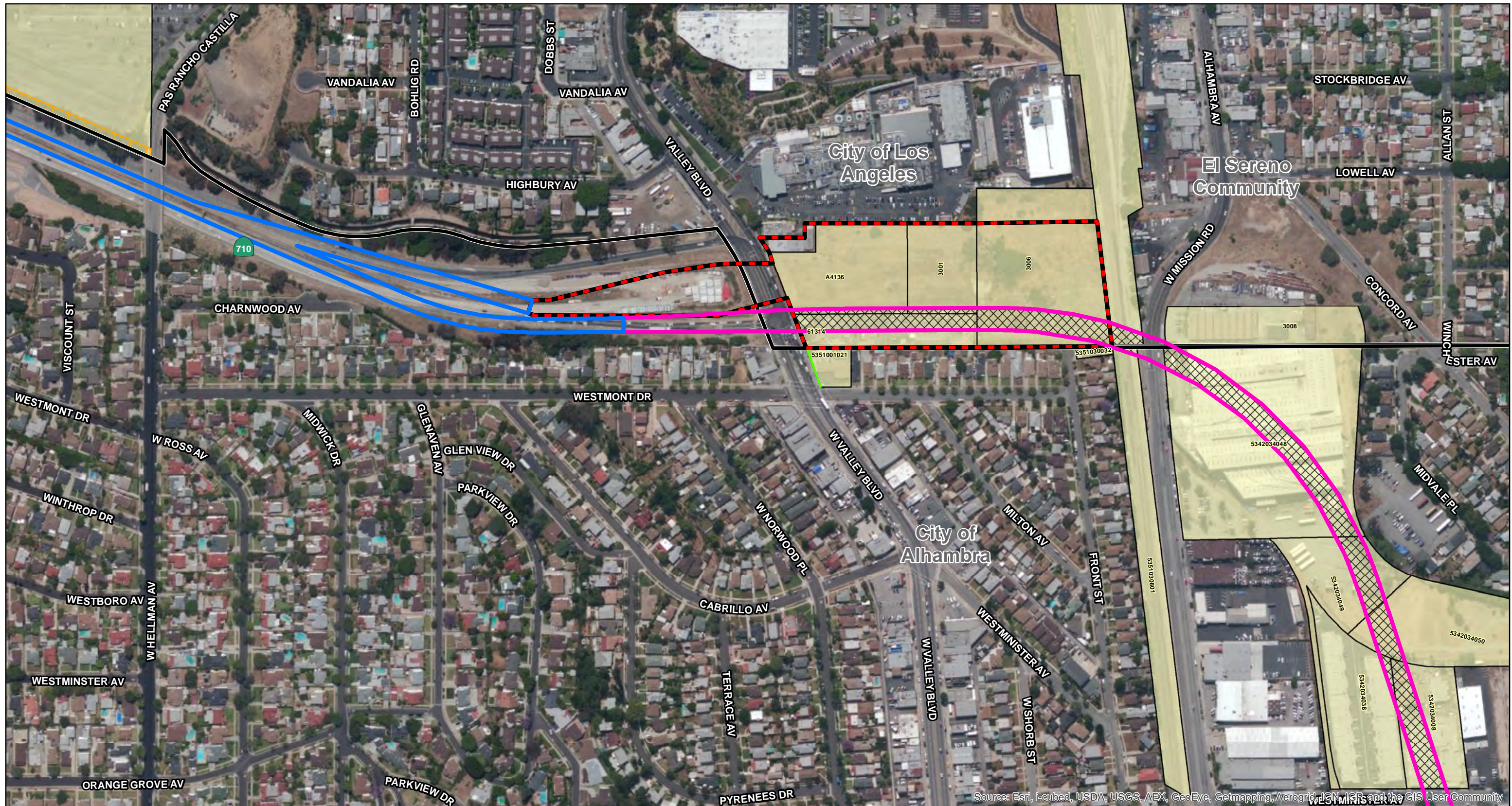


FIGURE 6.3-3
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

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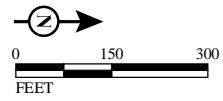
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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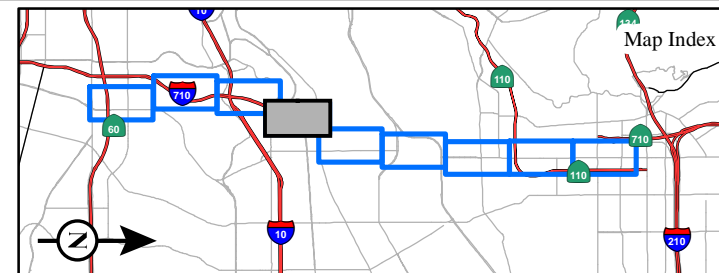
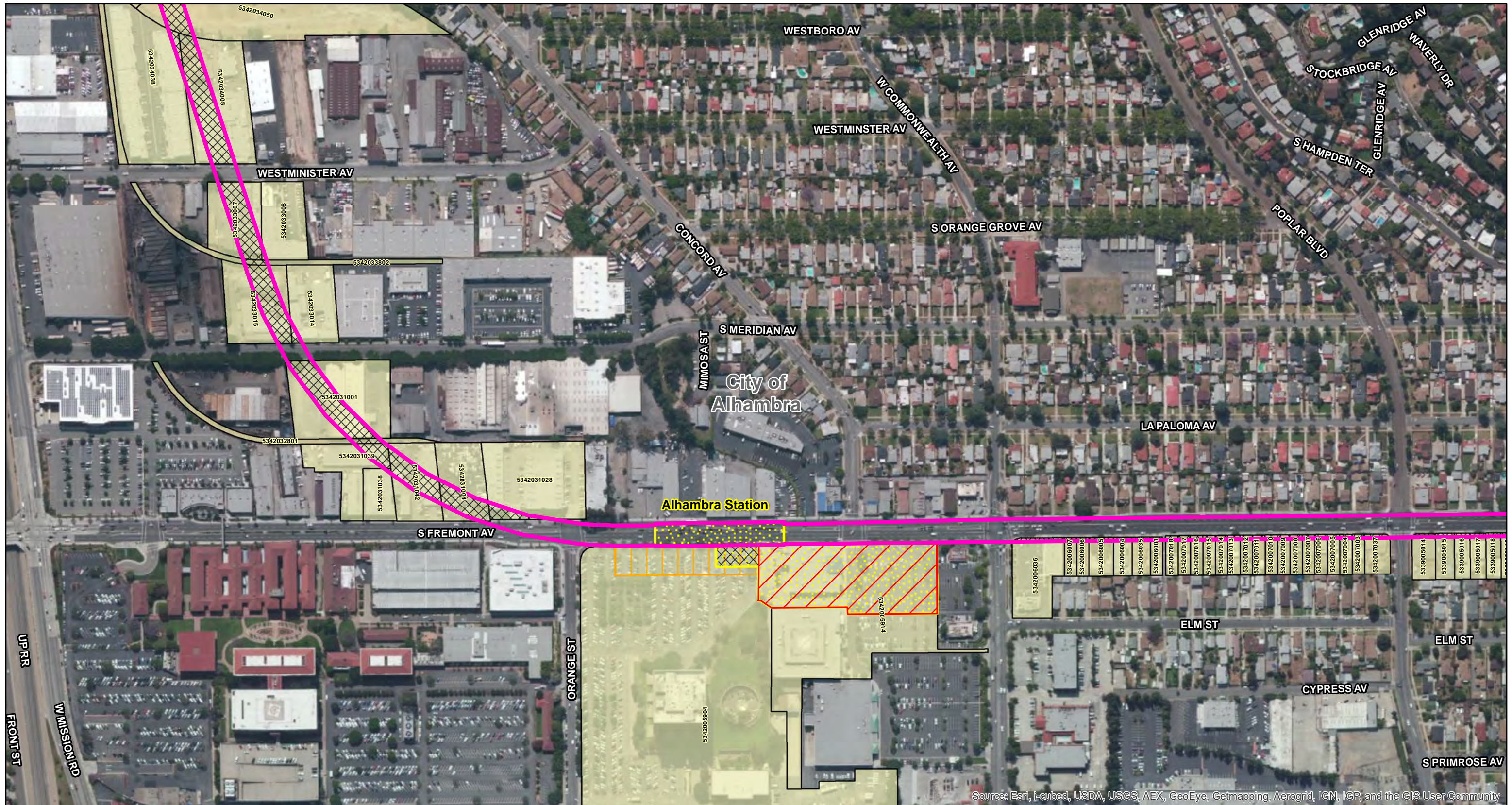


FIGURE 6.3-3
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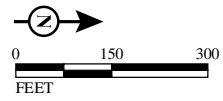
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

- Aerial Segment
- Tunnel Segment
- Maintenance Yard
- Station
- City/Community/Neighborhood Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Permanent Easement
- Temporary Construction Easement



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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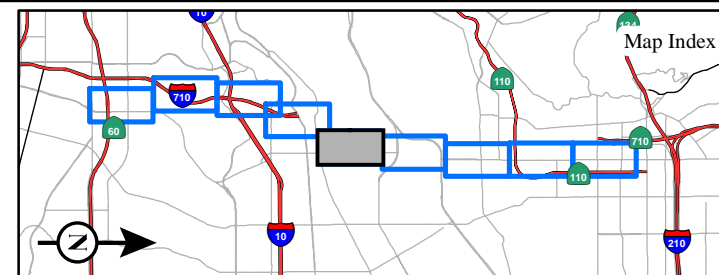


FIGURE 6.3-3
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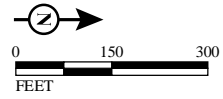
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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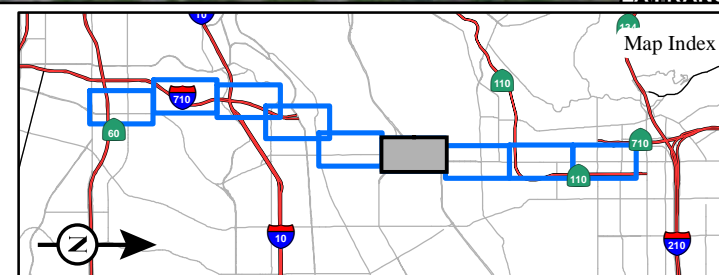
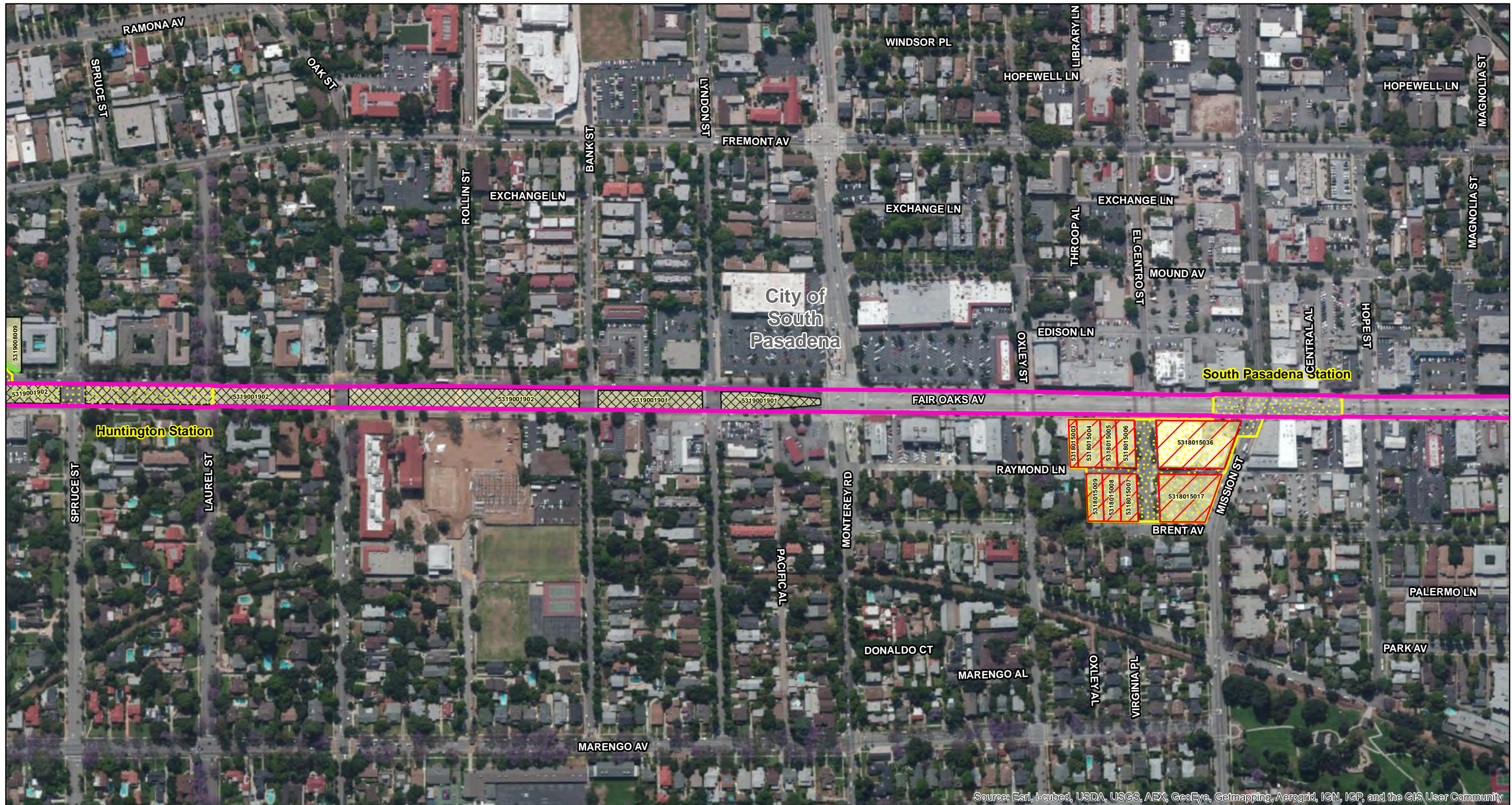


FIGURE 6.3-3
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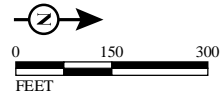
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

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|  Aerial Segment |  Parcels Where Acquisitions/Easements Would be Required |
|  Tunnel Segment |  Full Acquisition |
|  Maintenance Yard |  Partial Acquisition |
|  Station |  Permanent Easement |
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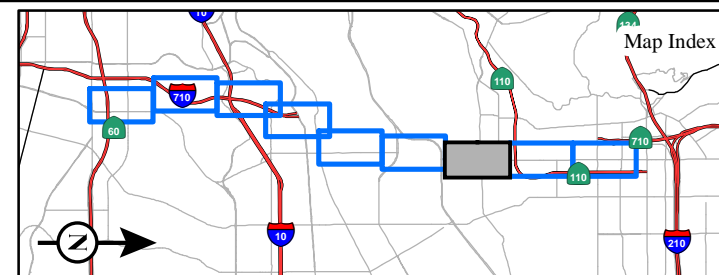
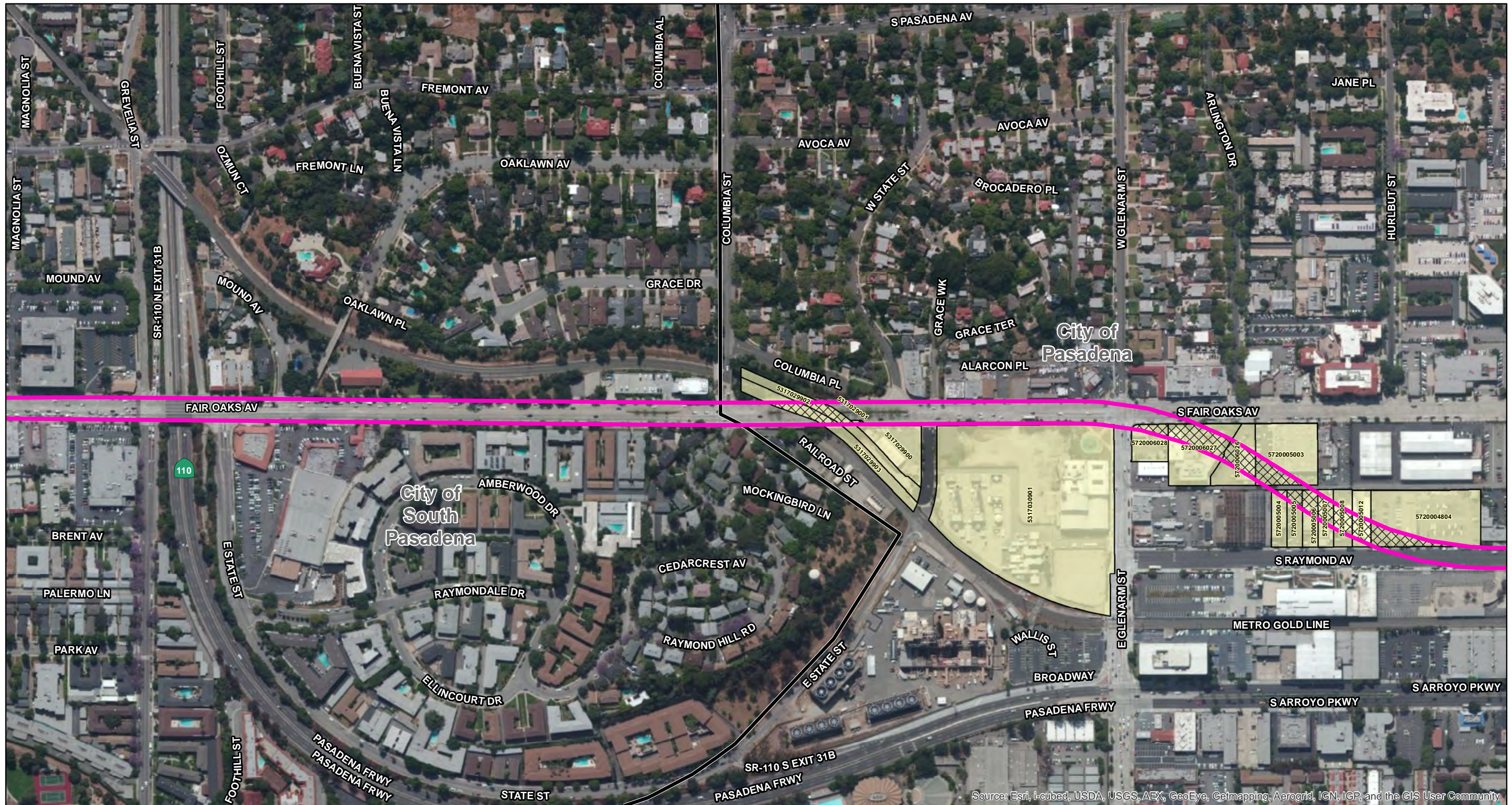


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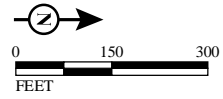
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Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

LEGEND

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|  | Aerial Segment |  | Parcels Where Acquisitions/Easements Would be Required |
|  | Tunnel Segment |  | Full Acquisition |
|  | Maintenance Yard |  | Partial Acquisition |
|  | Station |  | Permanent Easement |
|  | City/Community/Neighborhood Boundary |  | Temporary Construction Easement |



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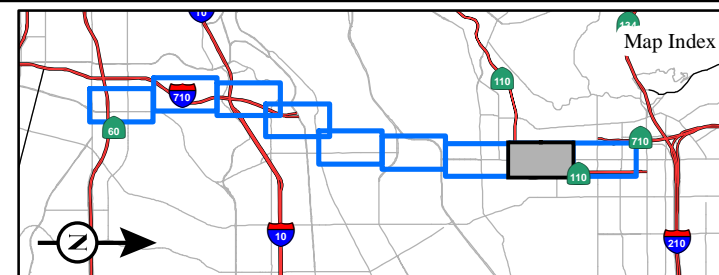
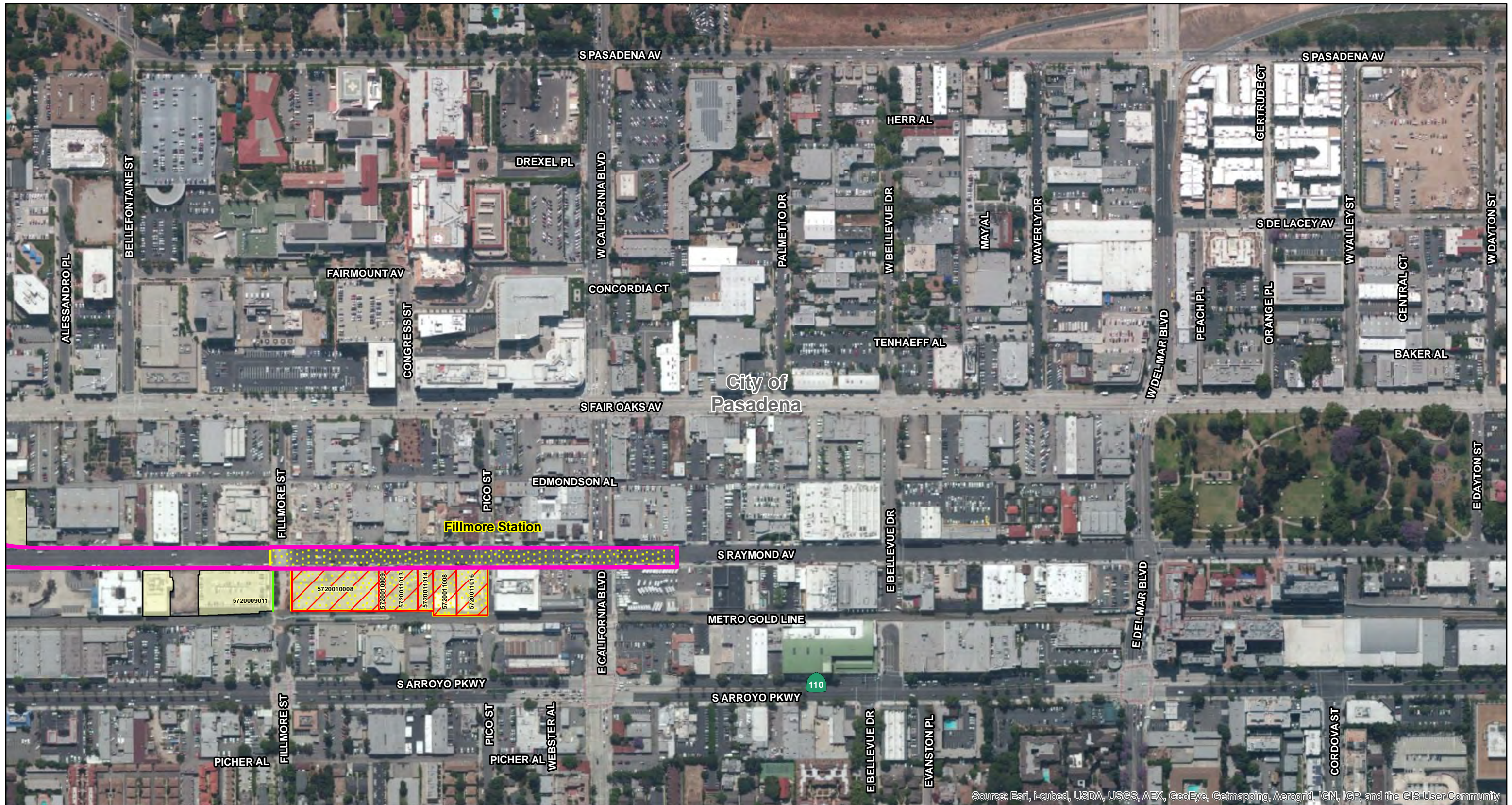


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

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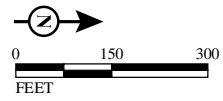
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LEGEND

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|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |



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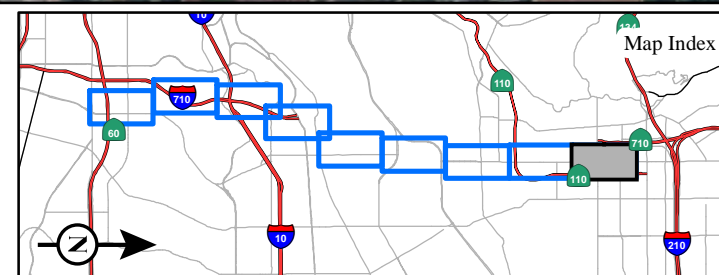


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Parcel Acquisitions

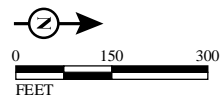
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LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- City/Community/Neighborhood Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Permanent Easement
- Temporary Construction Easement



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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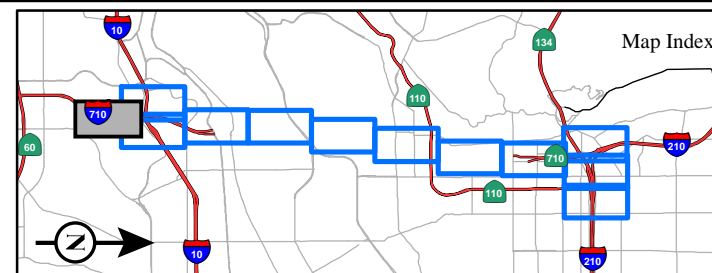
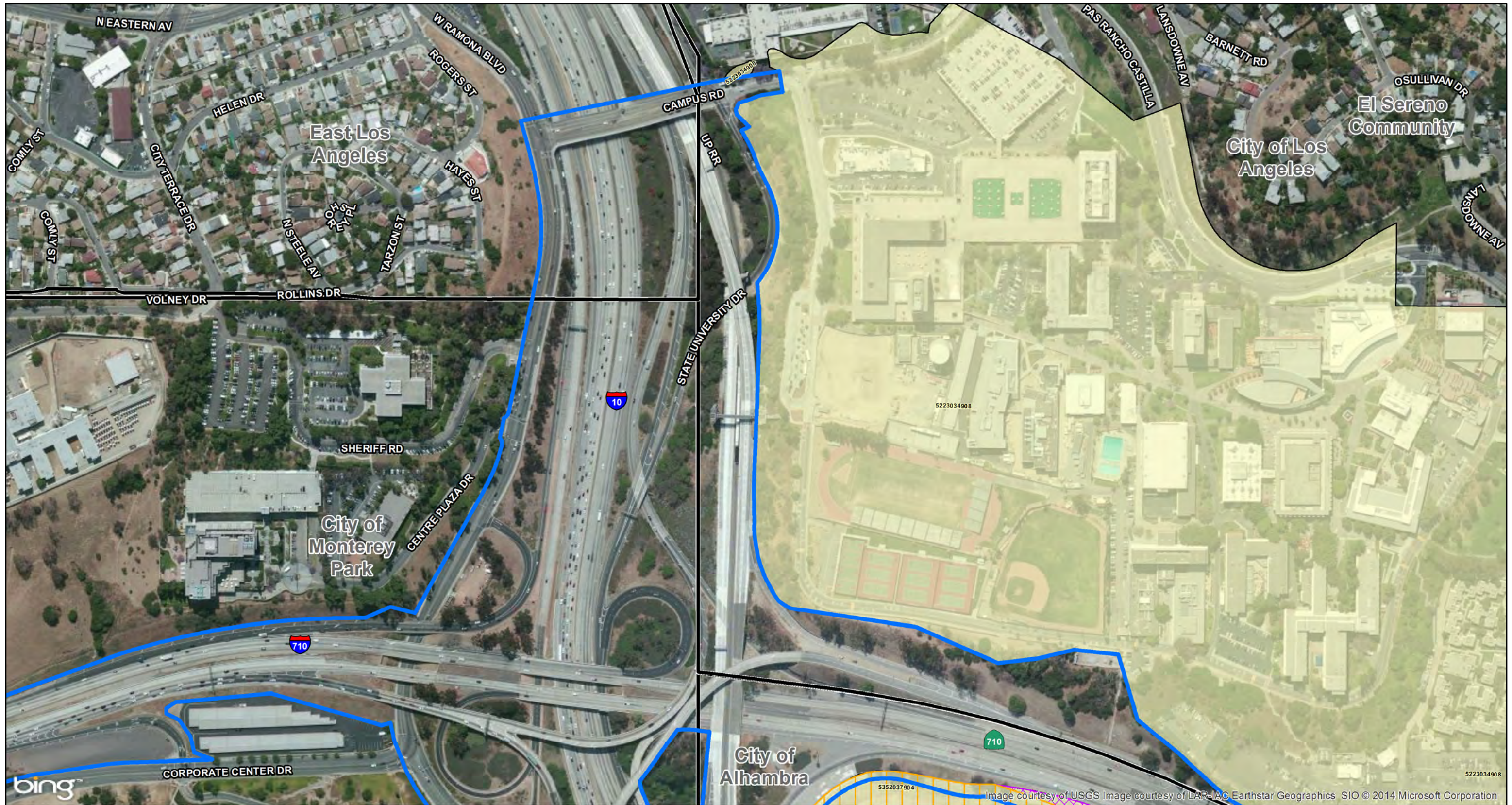


FIGURE 6.3-4
Sheet 1 of 12

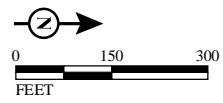
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LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- City/Community/Neighborhood Boundary
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- Full Acquisition
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SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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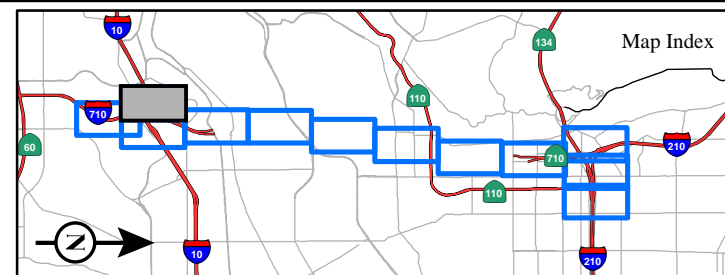


FIGURE 6.3-4
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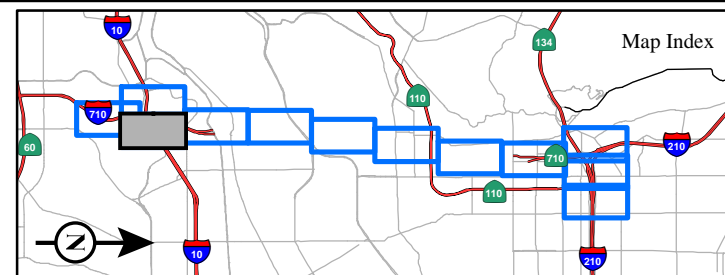


FIGURE 6.3-4
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LEGEND

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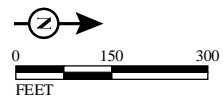
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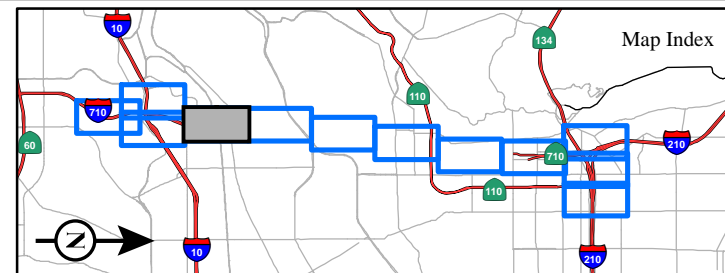
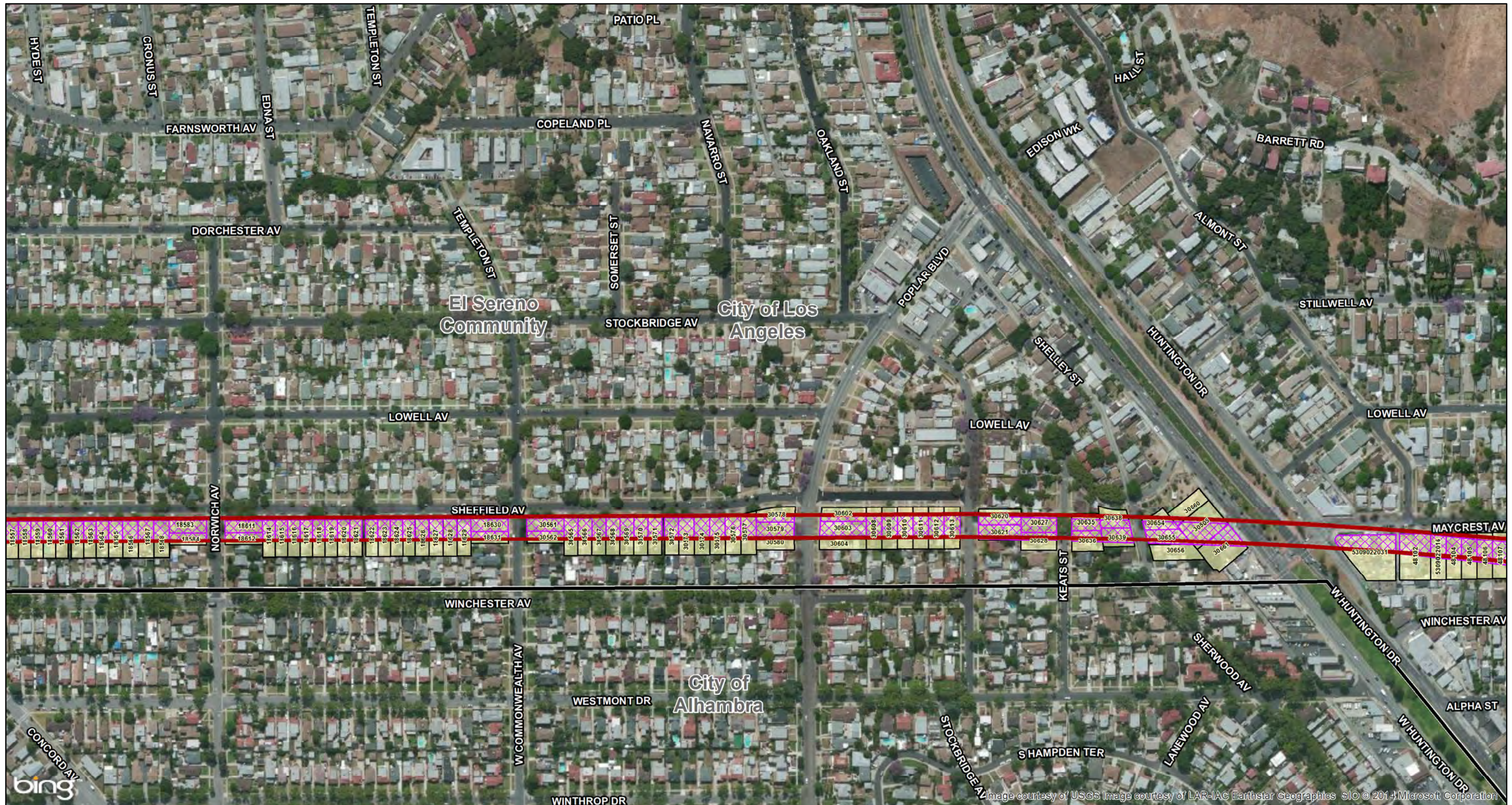


FIGURE 6.3-4
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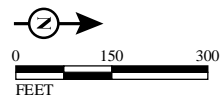
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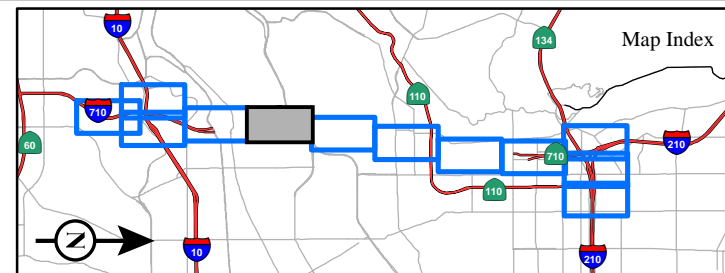
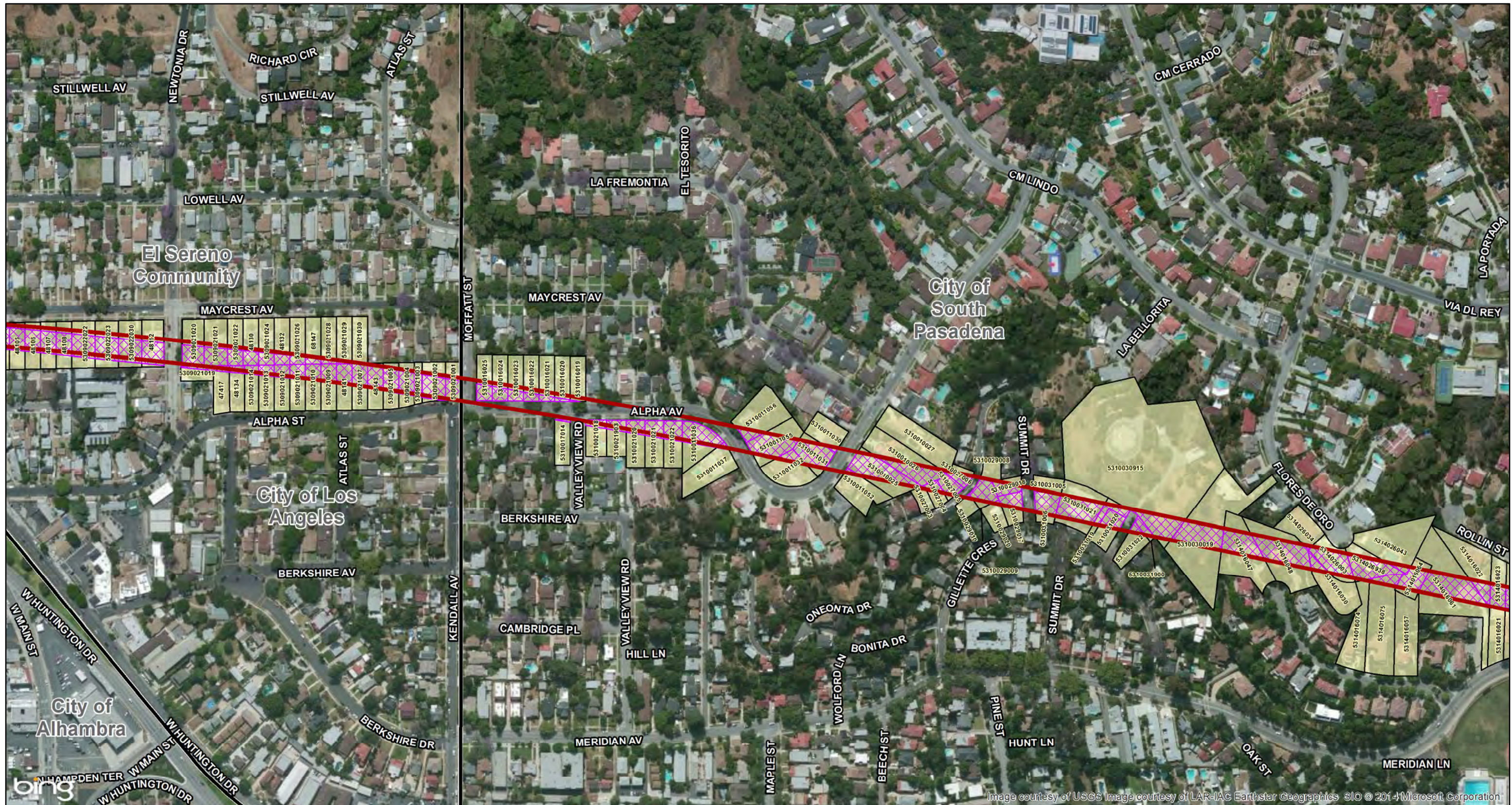


FIGURE 6.3-4
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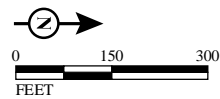
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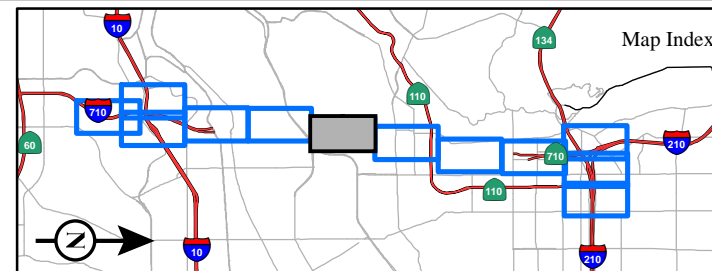


FIGURE 6.3-4
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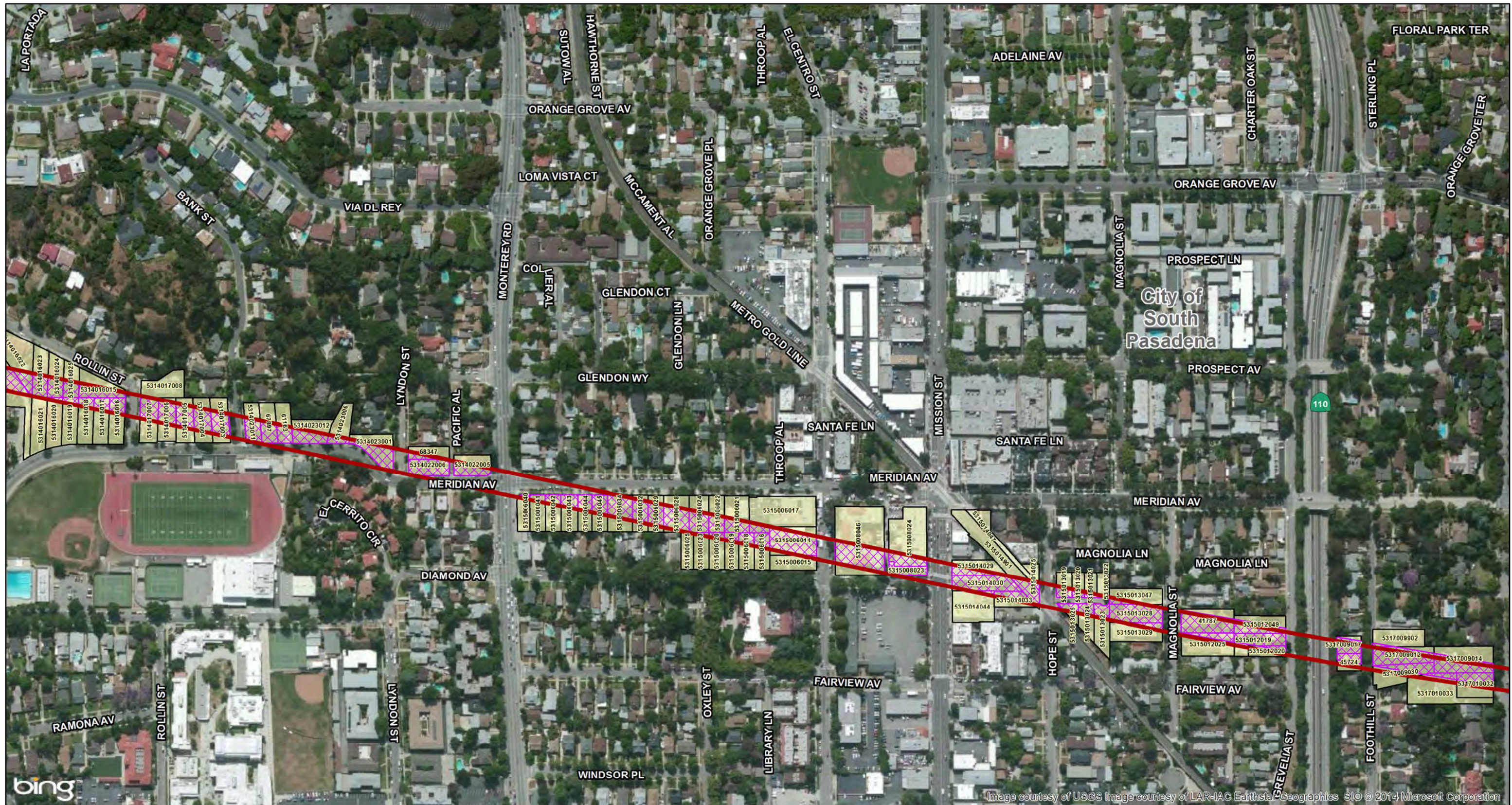
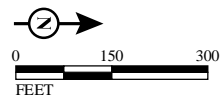


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LEGEND

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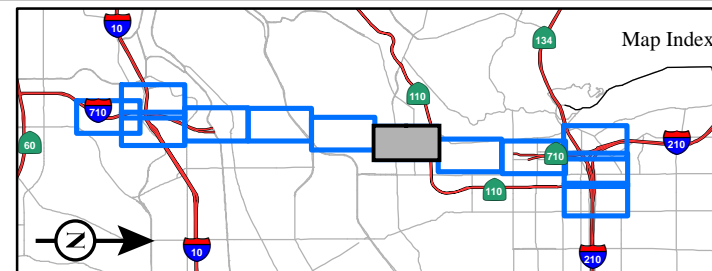
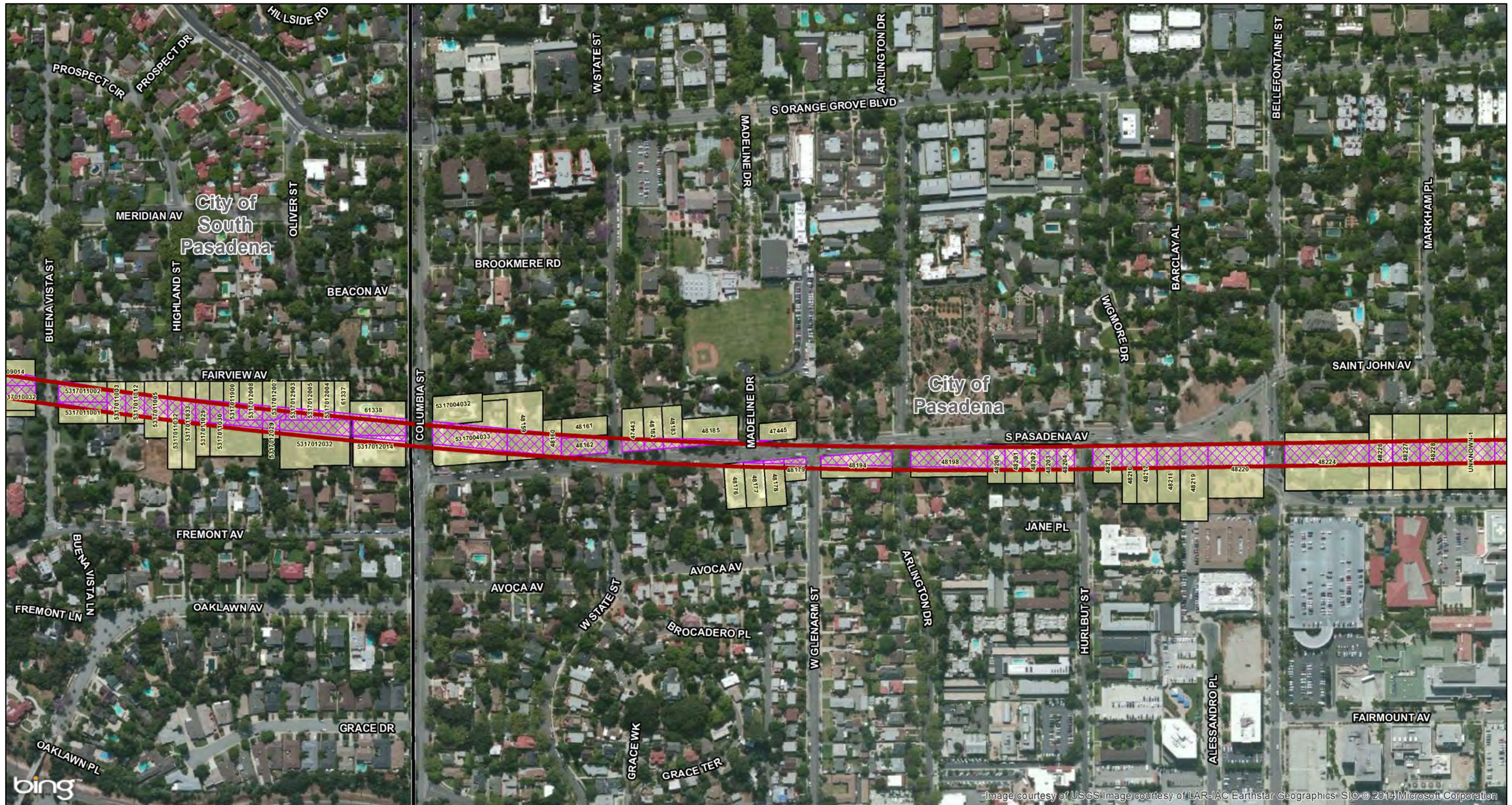


FIGURE 6.3-4
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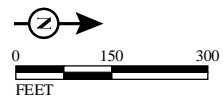
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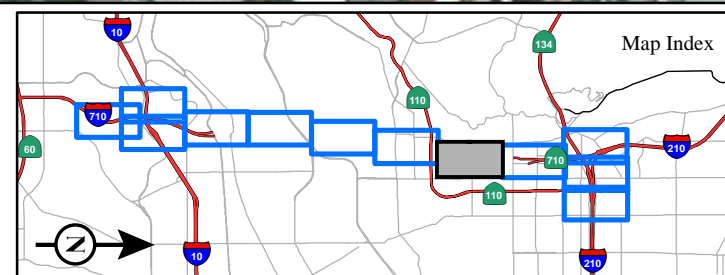


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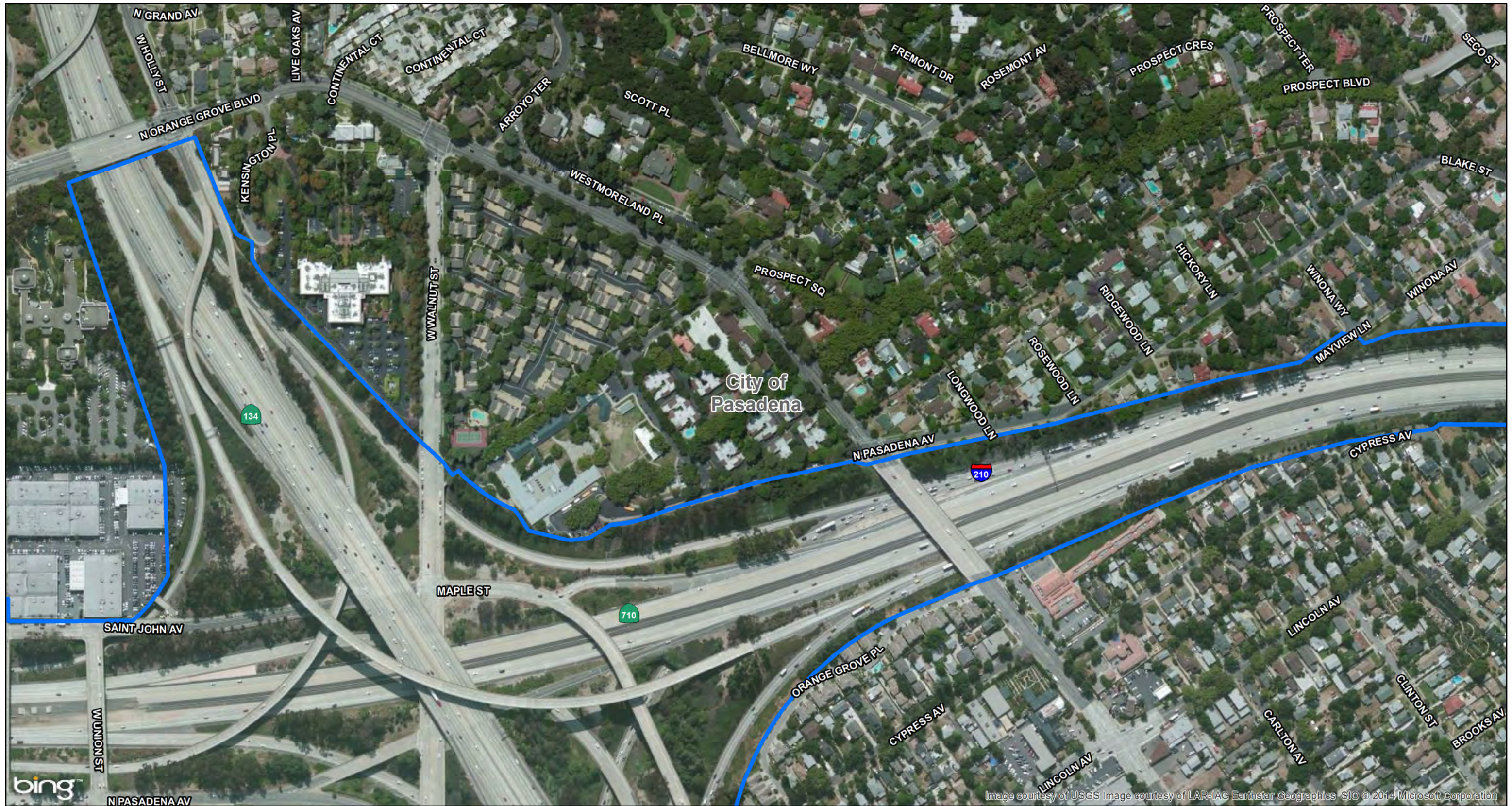
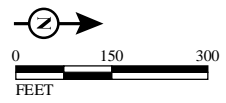


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- Cut and Cover Tunnel Segment
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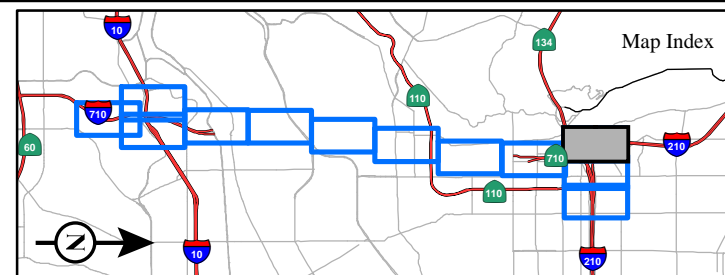
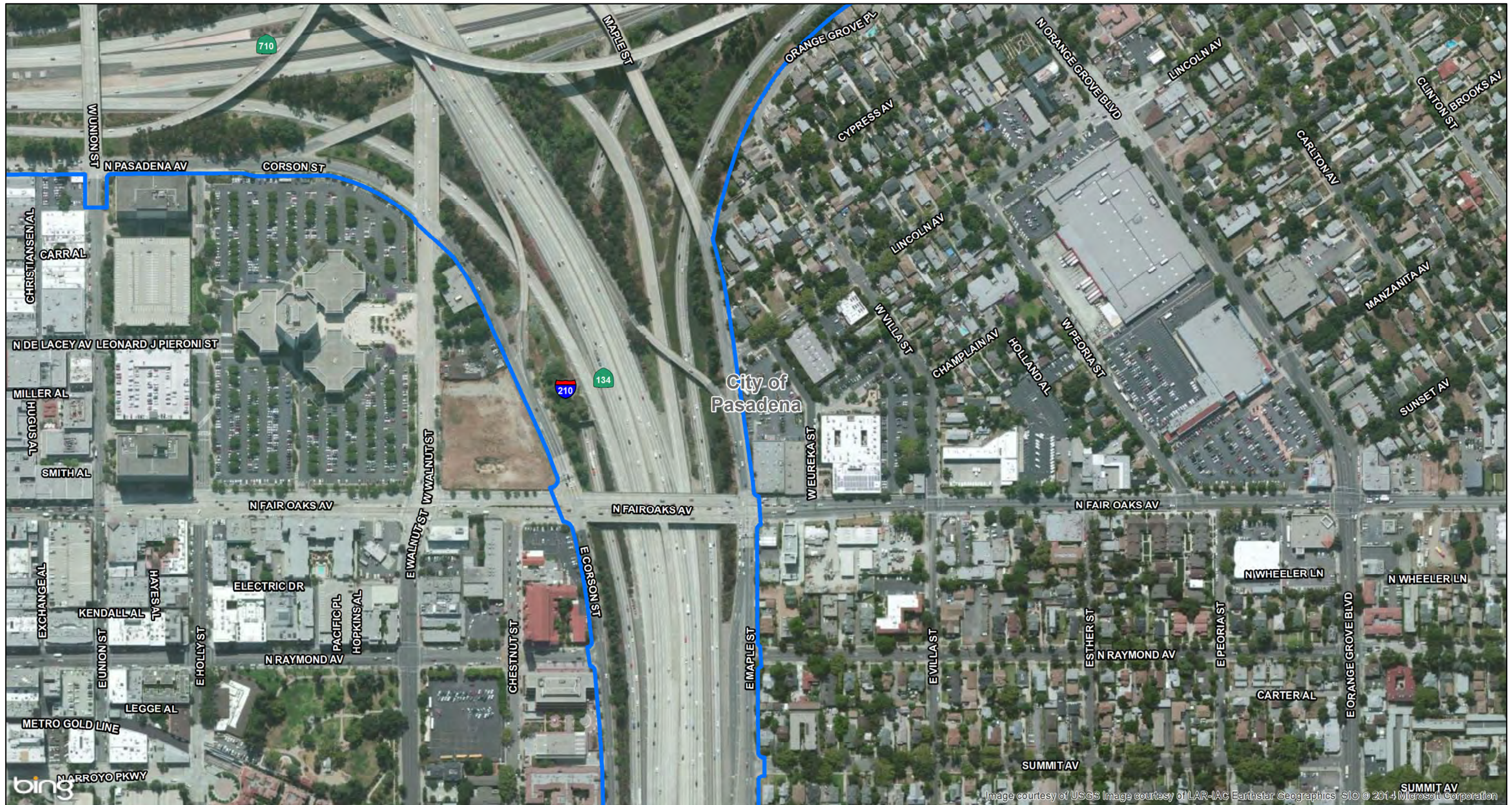











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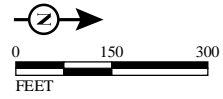
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|  | Cut and Cover Tunnel Segment |  | Partial Acquisition |
|  | Bored Tunnel Segment |  | Permanent Easement |
|  | City/Community/Neighborhood Boundary |  | Temporary Construction Easement |
|  | Parcels Where Acquisitions/Easements Would be Required | | |



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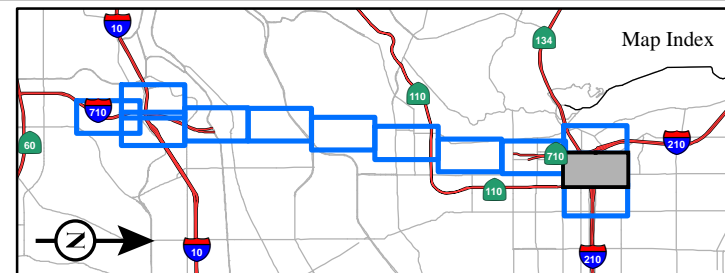
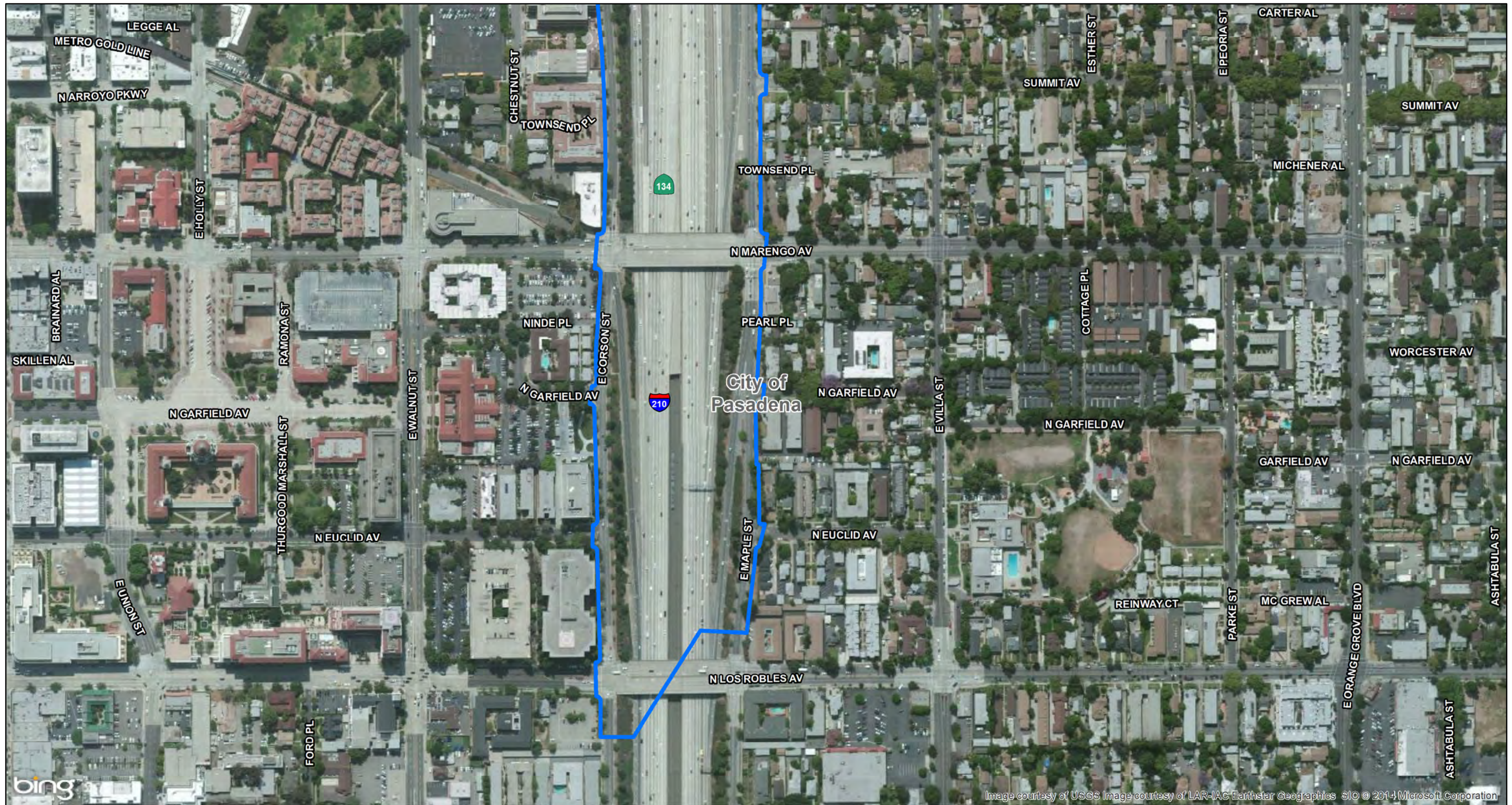


FIGURE 6.3-4
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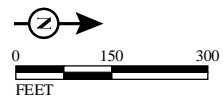
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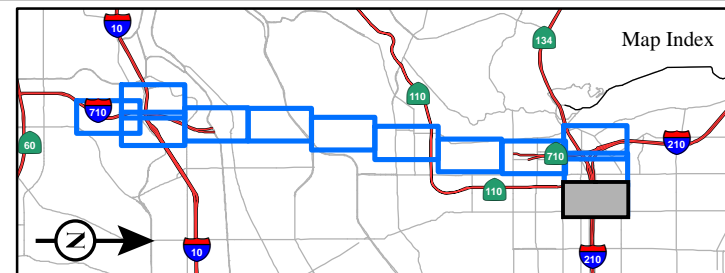
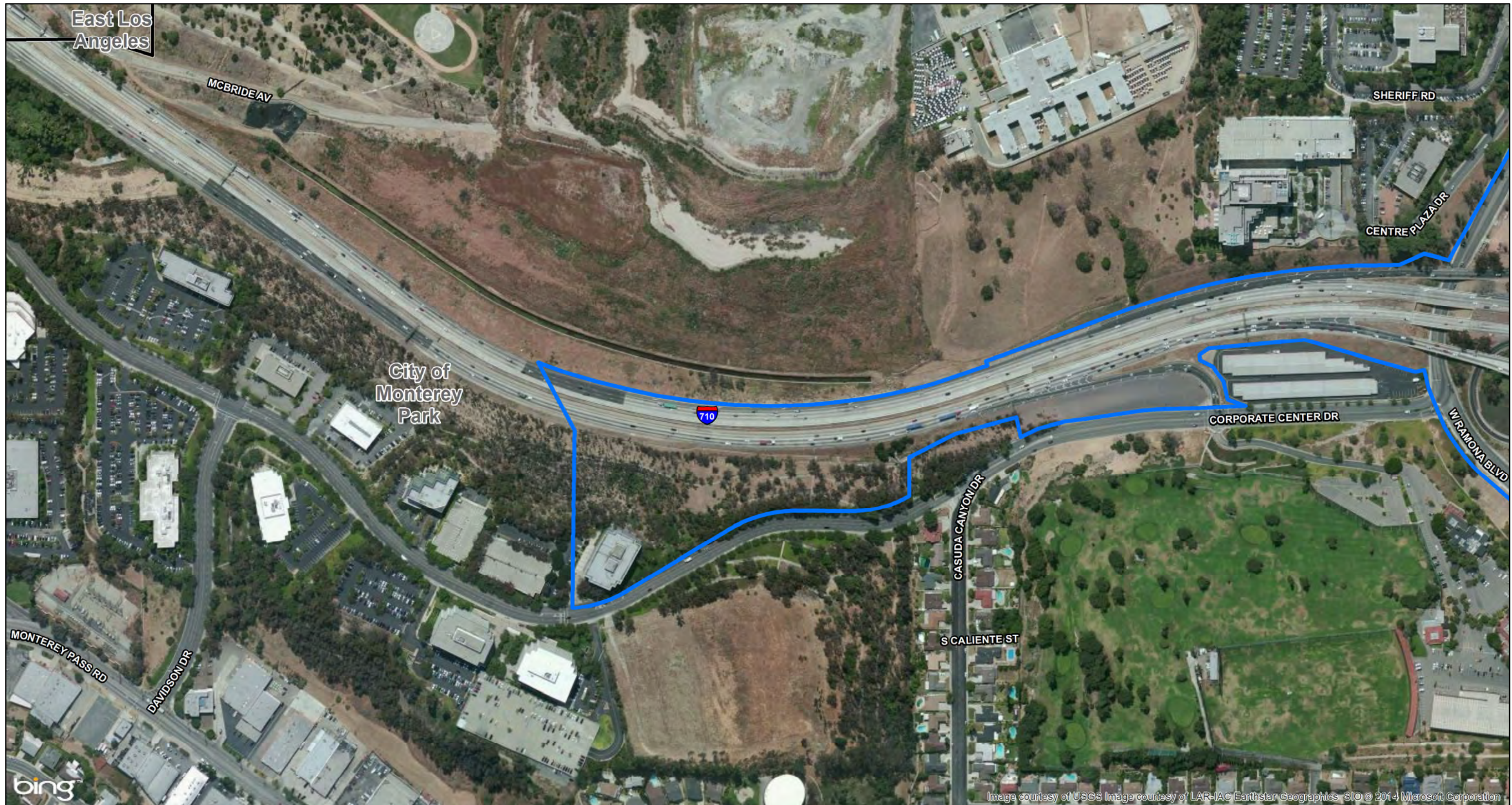











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|  At Grade Segment |  Full Acquisition |
|  Cut and Cover Tunnel Segment |  Partial Acquisition |
|  Bored Tunnel Segment |  Permanent Easement |
|  City/Community/Neighborhood Boundary |  Temporary Construction Easement |
|  Parcels Where Acquisitions/Easements Would be Required | |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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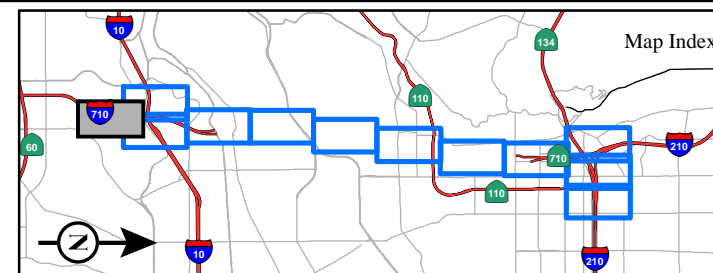
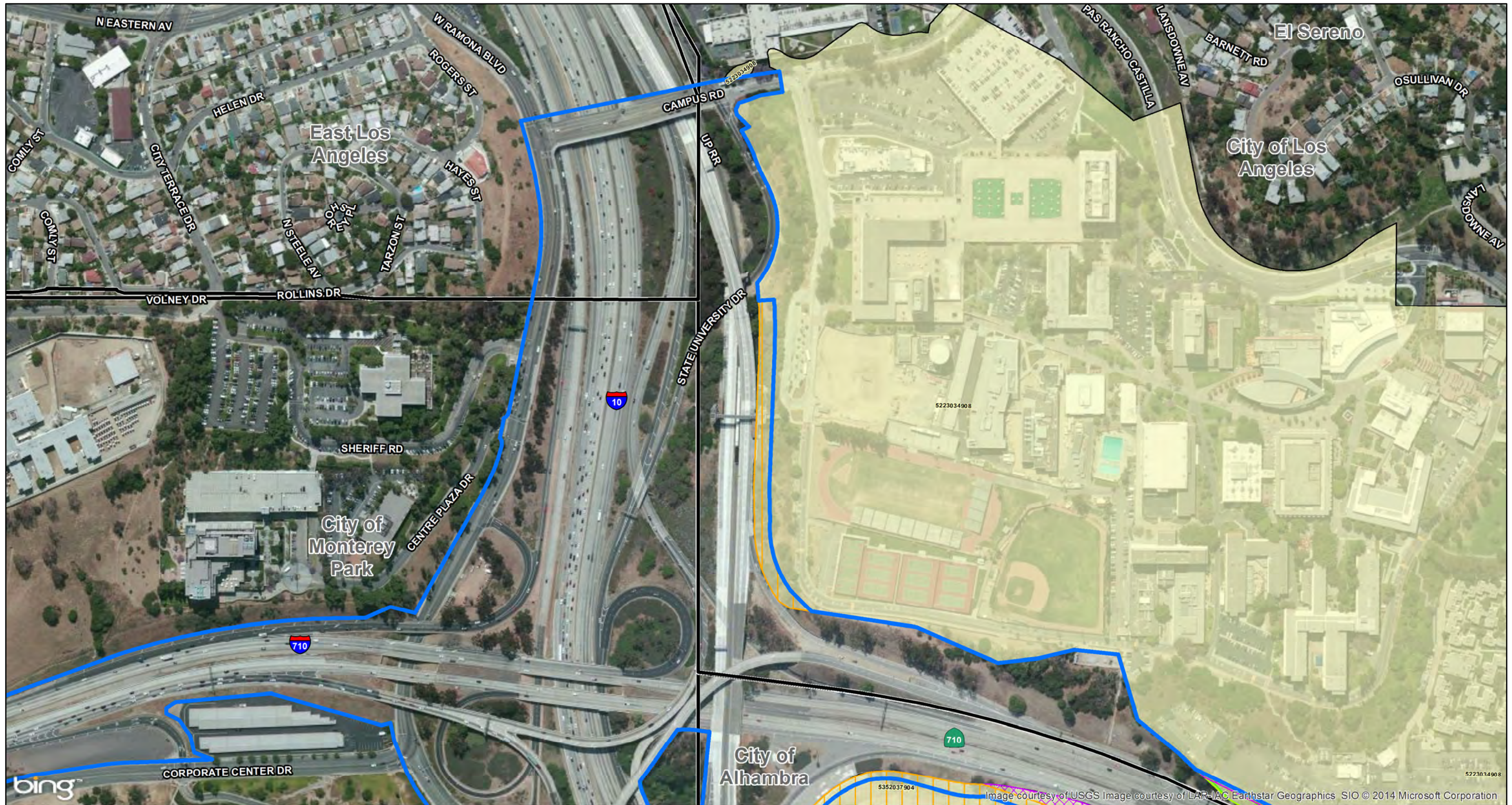


FIGURE 6.3-5
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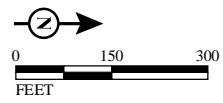
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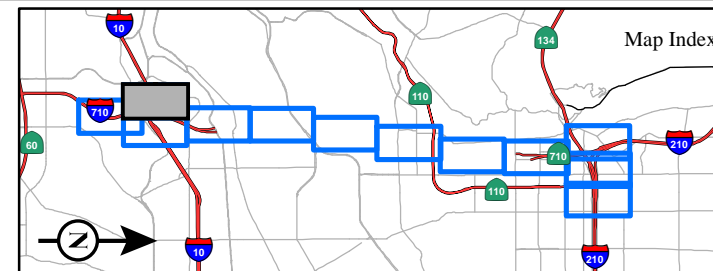
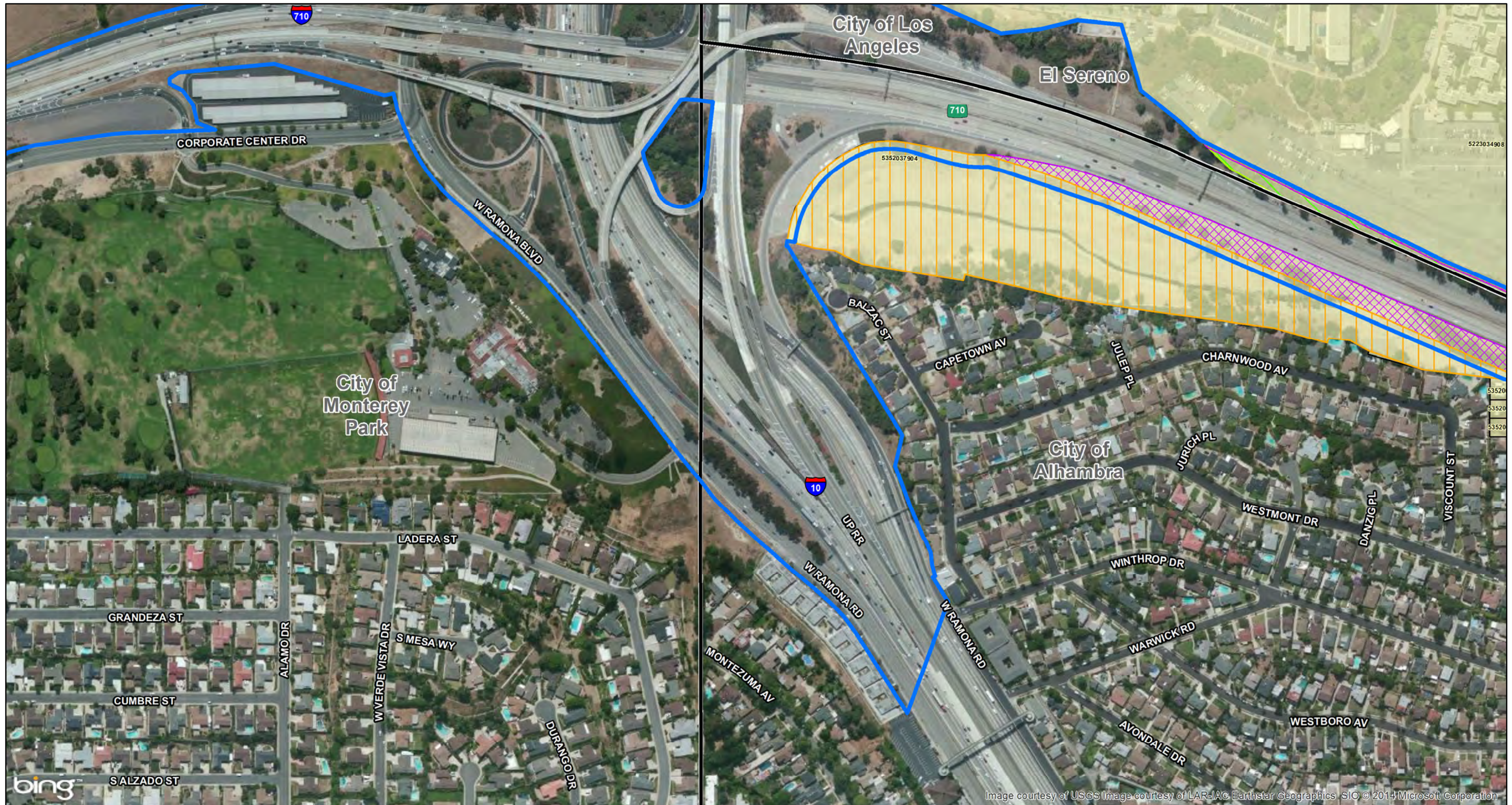


FIGURE 6.3-5
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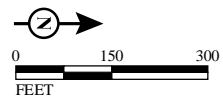
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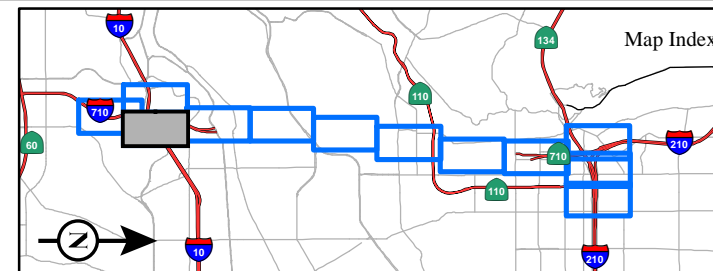


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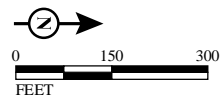
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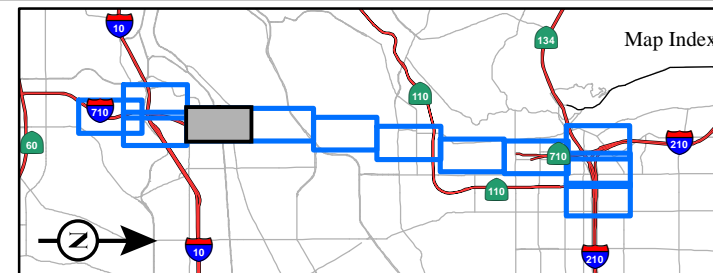
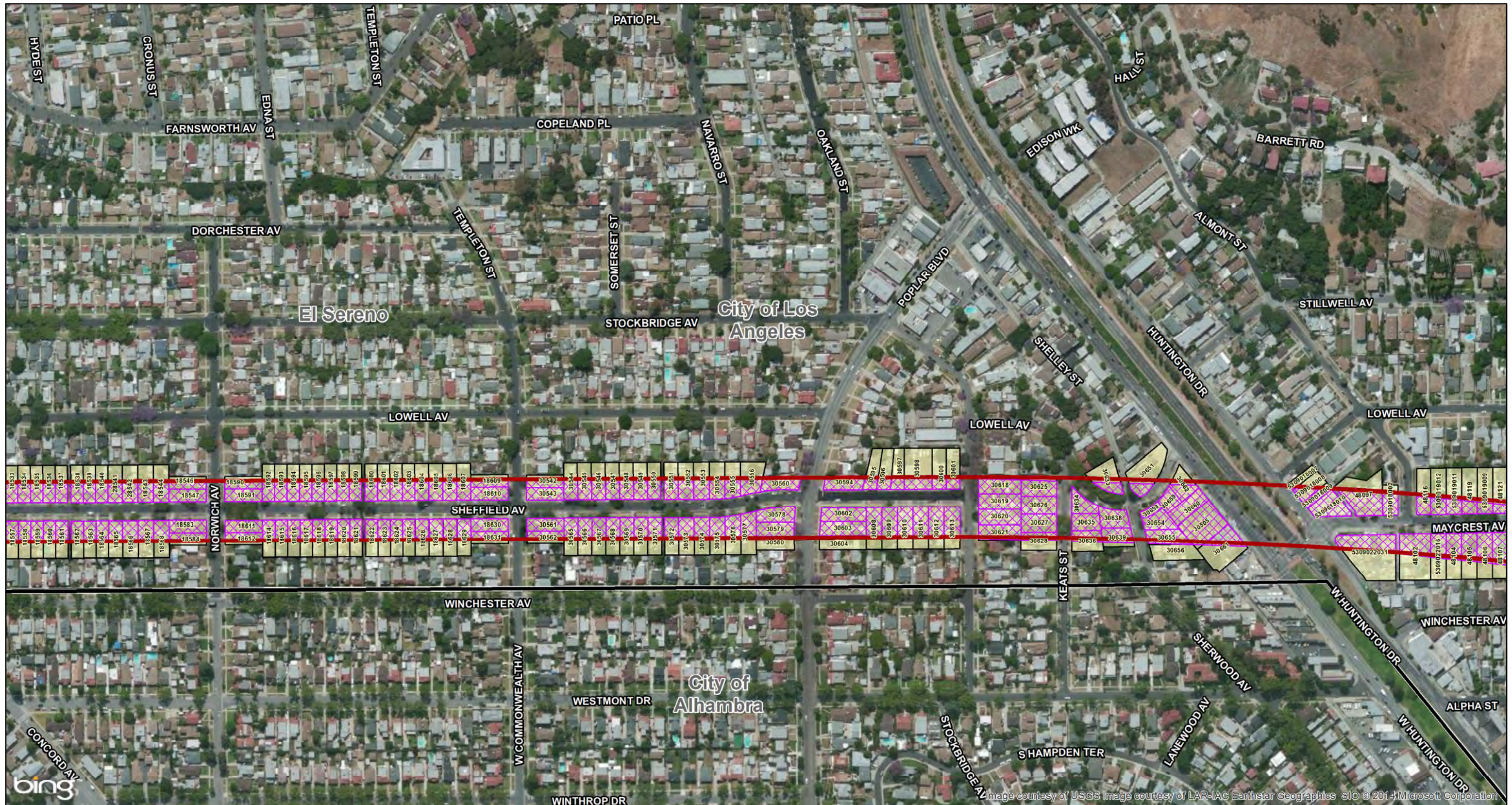


FIGURE 6.3-5
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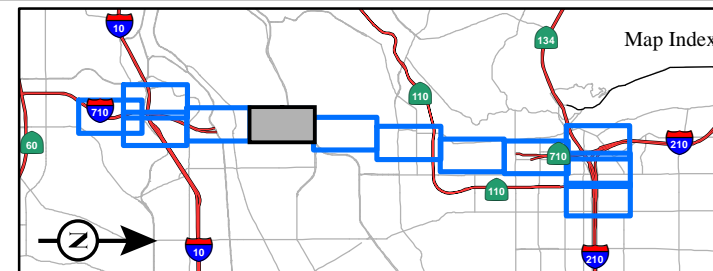
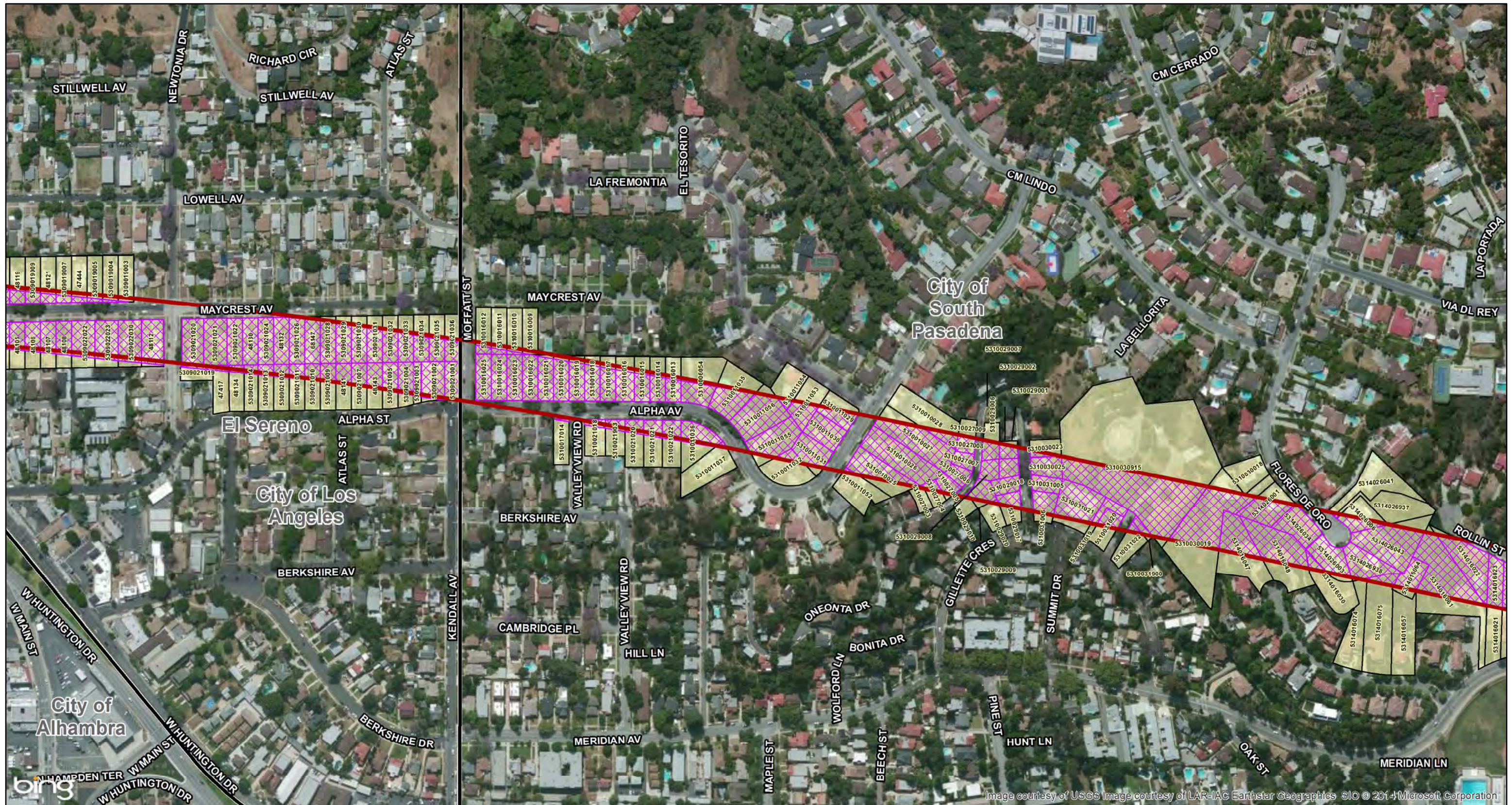


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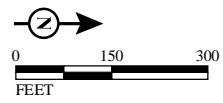
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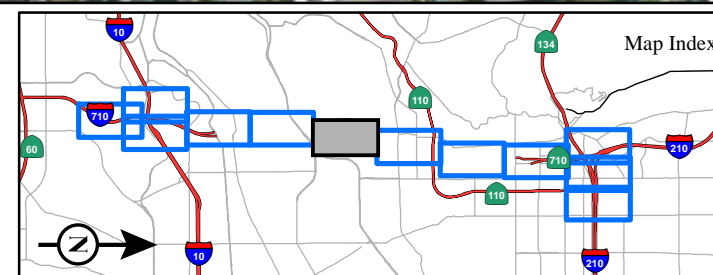
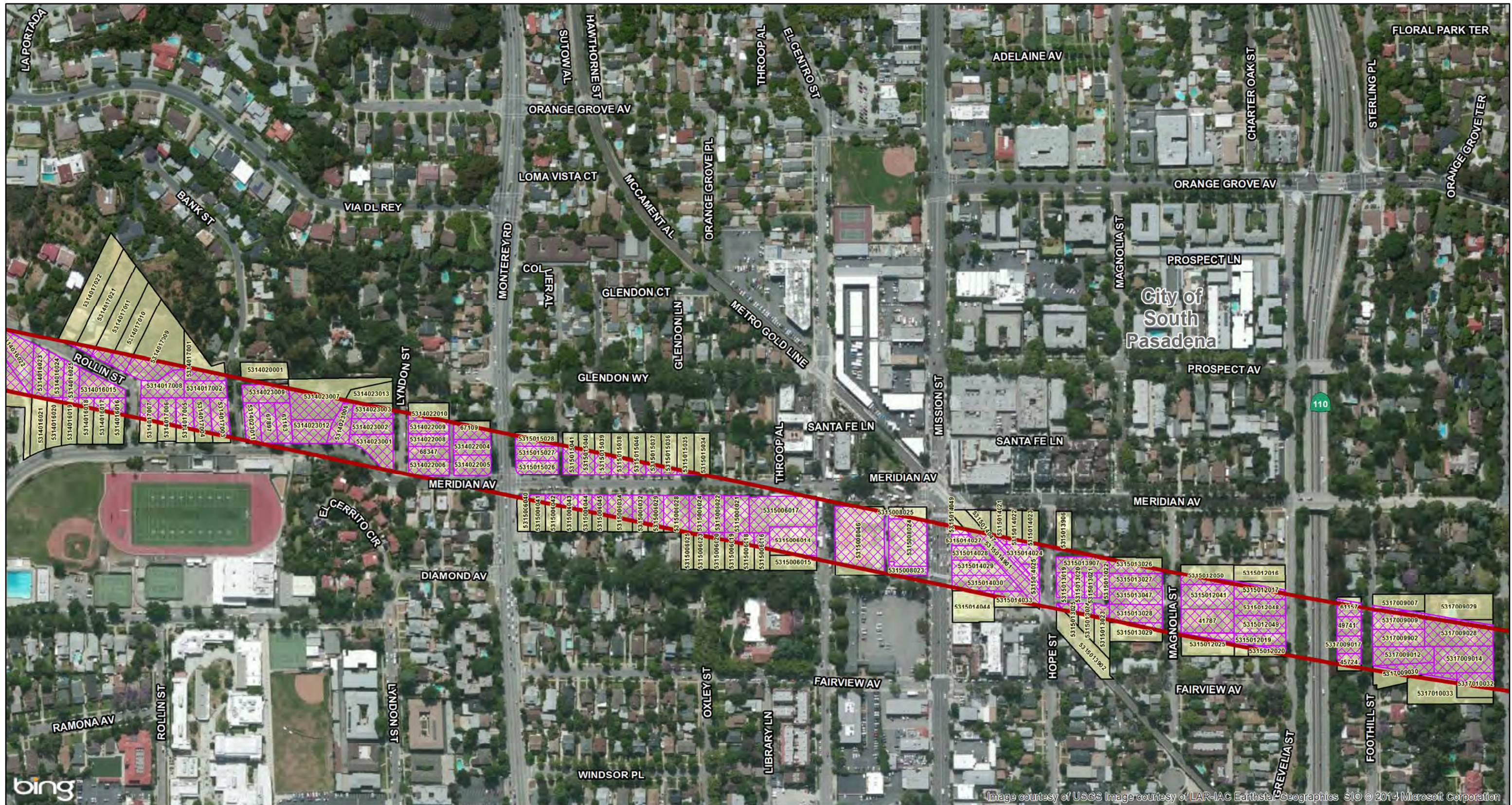


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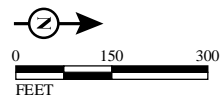
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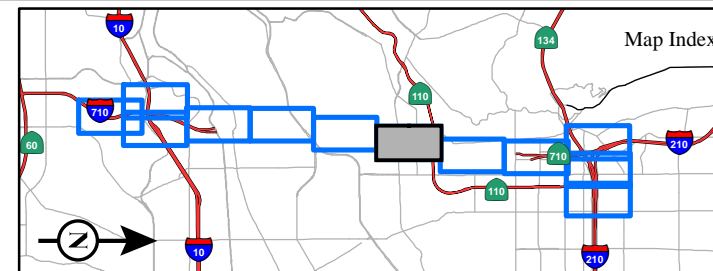
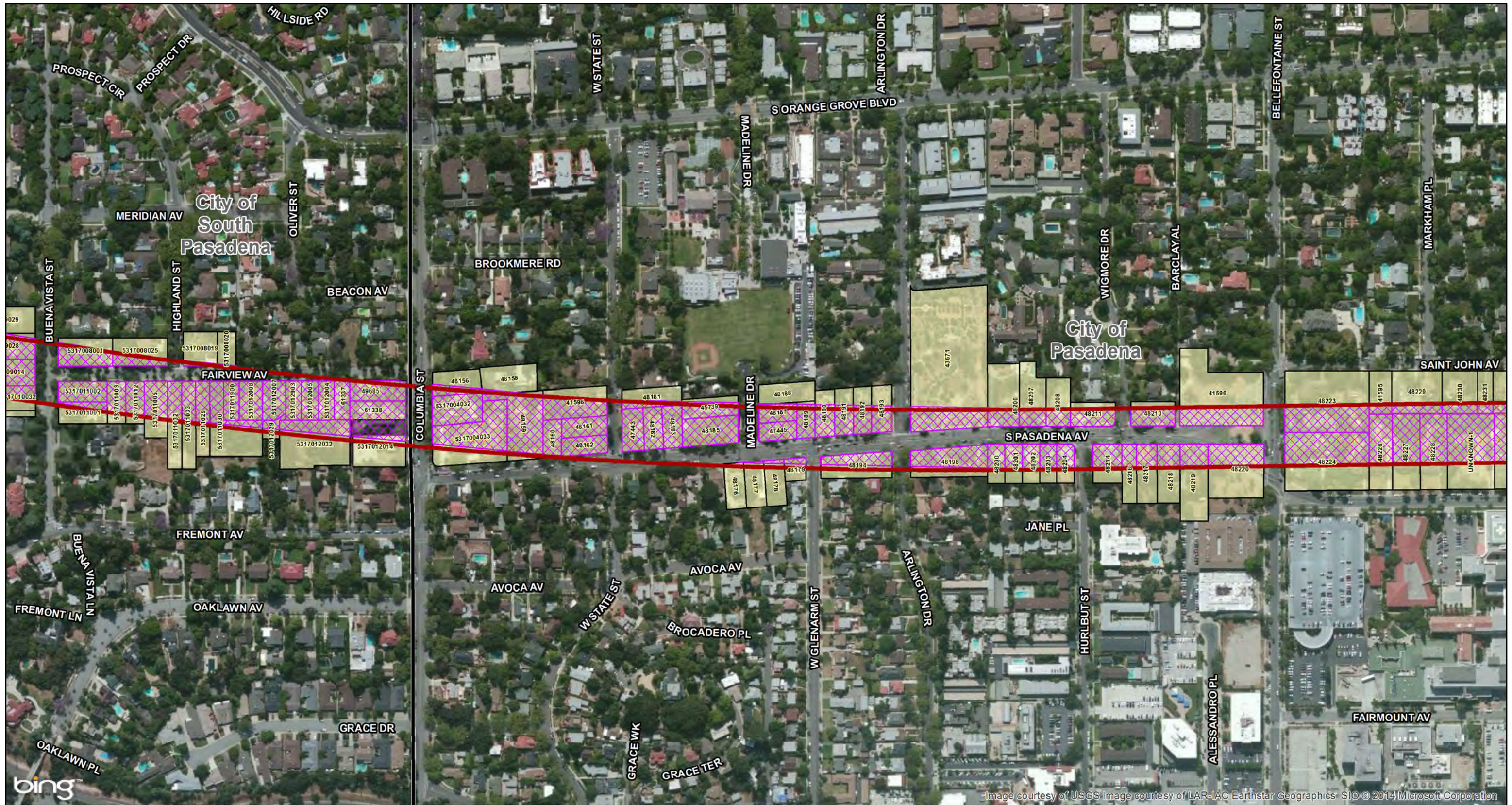











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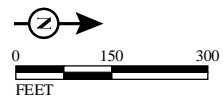
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|  | Cut and Cover Tunnel Segment |  | Partial Acquisition |
|  | Bored Tunnel Segment |  | Permanent Easement |
|  | City/Community/Neighborhood Boundary |  | Temporary Construction Easement |
|  | Parcels Where Acquisitions/Easements Would be Required | | |



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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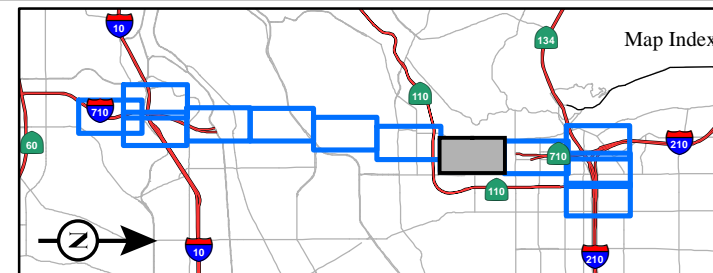


FIGURE 6.3-5
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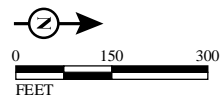
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LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- City/Community/Neighborhood Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Permanent Easement
- Temporary Construction Easement



SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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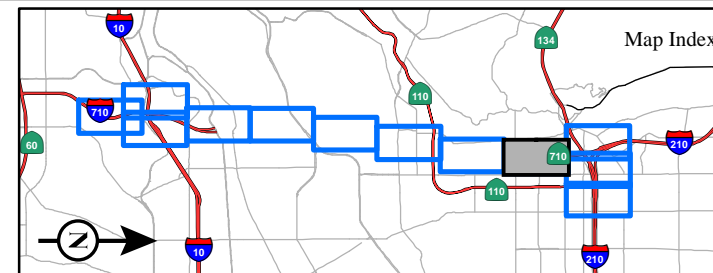
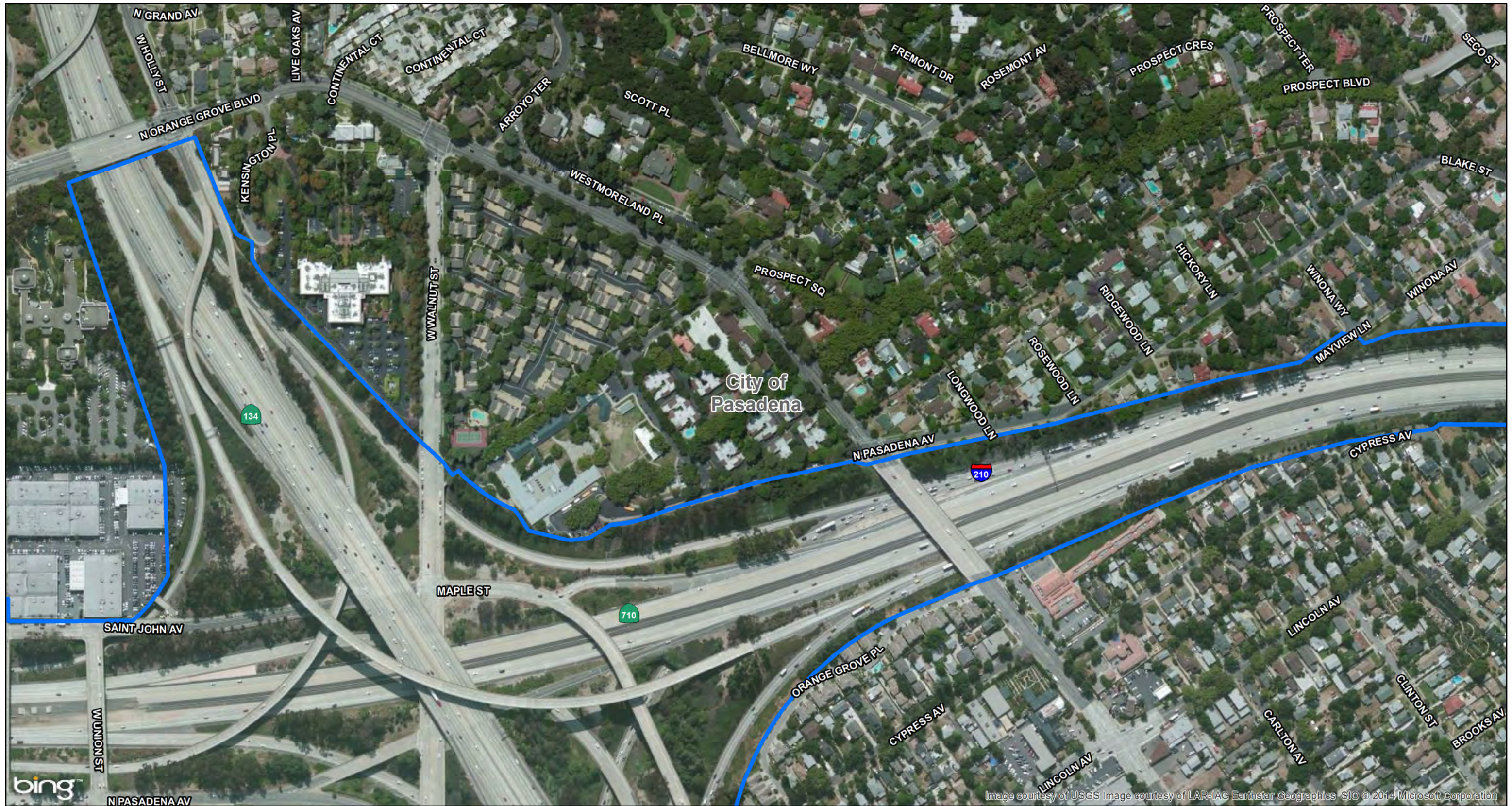


FIGURE 6.3-5
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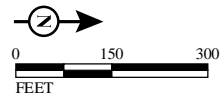
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SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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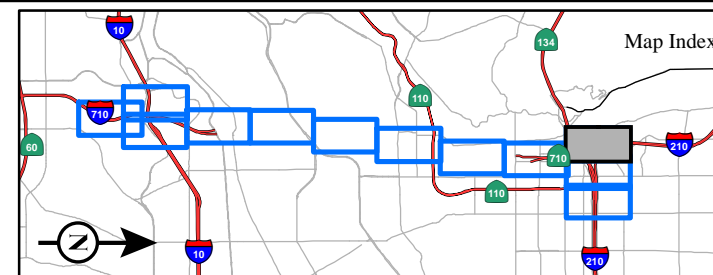
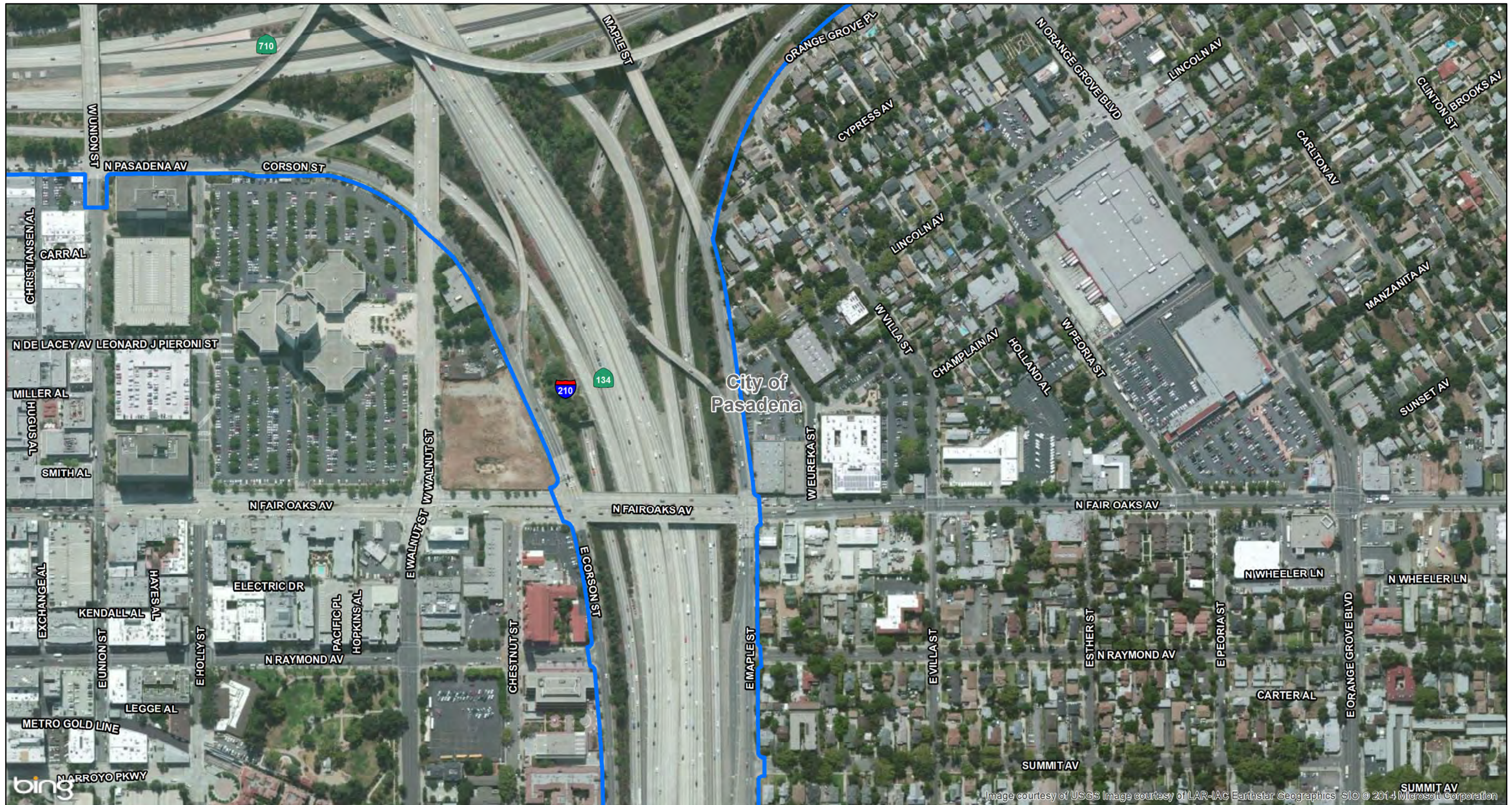


FIGURE 6.3-5
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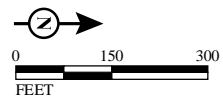
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SOURCE: Bing Maps (5/2010); EPIC (12/2013)

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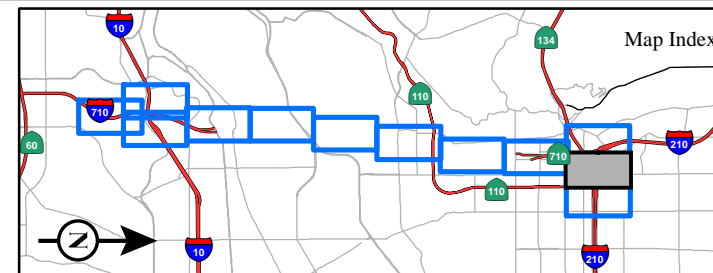
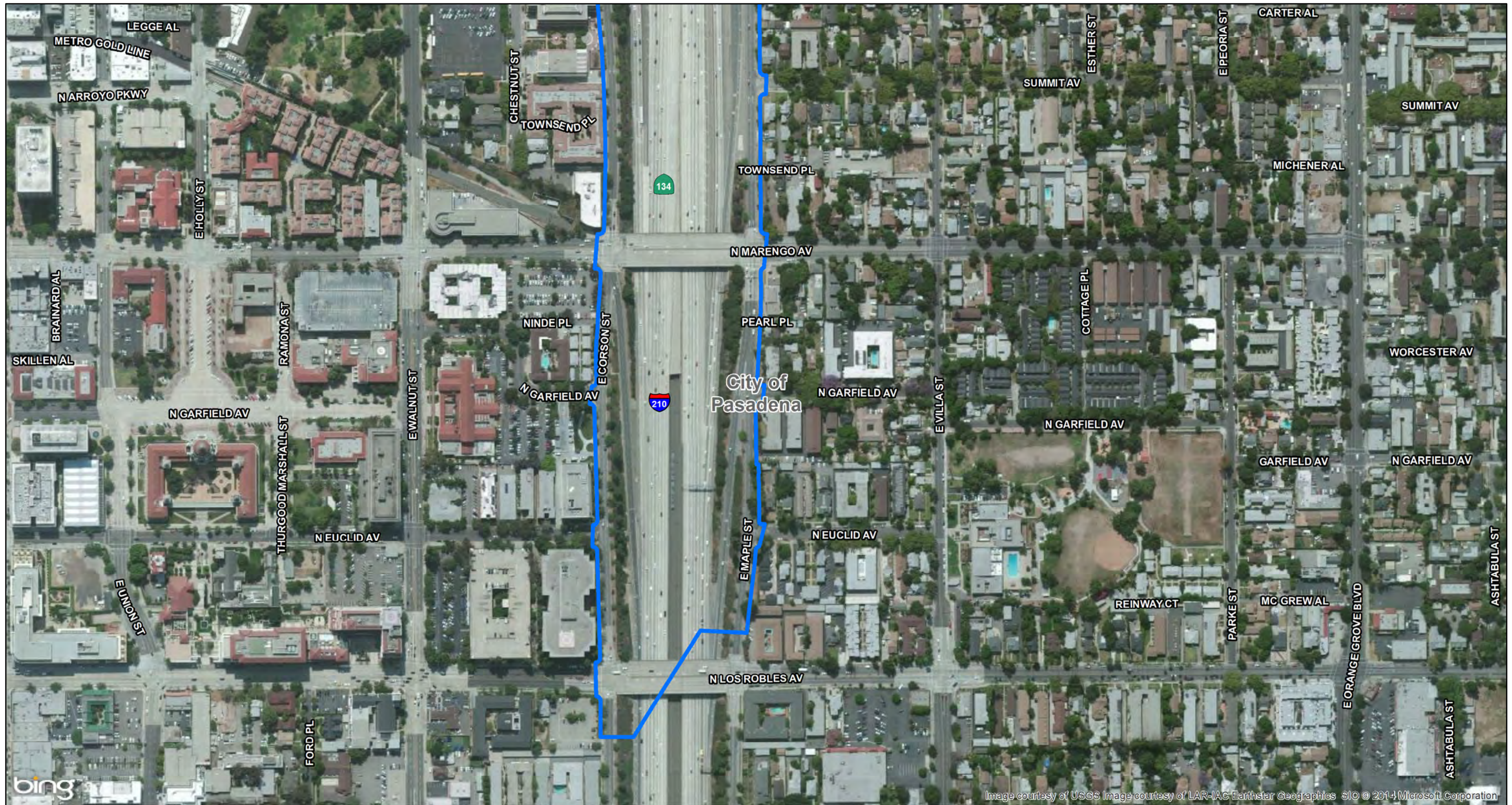


FIGURE 6.3-5
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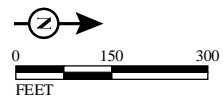
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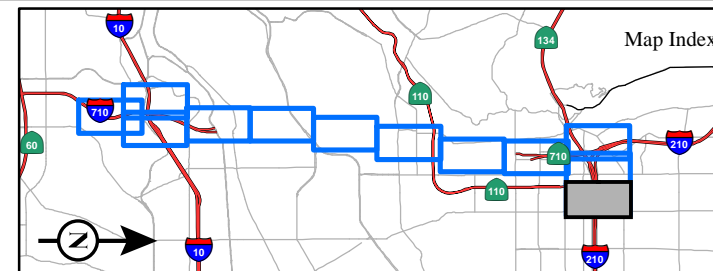


FIGURE 6.3-5
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6.4 Economics

This section discusses the employment, tax revenue, and parking impacts associated with the SR 710 North Study.

6.4.1 Methodology

6.4.1.1 Methodology for Evaluating Construction-Related Employment

Construction can affect the regional and local economy due to new direct and indirect employment. Direct employment is construction-related employment in industries whose jobs and services are used to build the project. Indirect and induced economic benefits would be created by the secondary demand for goods and services across a broader spectrum of industrial sectors as a result of the economic multiplier impact of construction. The *Economic and Fiscal Impacts Evaluation* (Appendix C) estimated the number of construction jobs and earnings generated by each Build Alternative based on available order-of-magnitude construction cost estimates.

The economic impacts associated with construction expenditures are measured in the *Economic and Fiscal Impacts Evaluation* (Appendix C) using a consistent set of regional multipliers from the Bureau of Economic Analysis (BEA) in the United States Department of Commerce. Derived from the Regional Input-Output Modeling System (RIMS II), the multipliers measure the total change in output, employment, and earnings that results from an incremental change to a particular industry. The multipliers were developed by the BEA to reflect the structure of the Los Angeles economy.

6.4.1.2 Methodology for Evaluating Temporary and Permanent Parking Losses

This section discusses the methodology used to assess the potential temporary and permanent effects of the SR 710 North Study Build Alternatives related to on- and off-street parking and is based on the parking analysis provided in the *Traffic Study* (CH2M Hill 2014).

The study area for the parking analysis focused on the parking spaces in the immediate, adjacent, and surrounding areas of the Build Alternatives.

The parking analysis determined the overall parking supply within the maximum disturbance limits (MDLs) for each Build Alternative. For the TSM/TDM Alternative intersection improvements, the number of parking spaces in the overall parking supply area was determined by counting the number of on-street parking spaces along the cross streets of the intersection that would be affected by the construction and operation of the intersection improvements. This number did not include spaces outside the MDLs. For the TSM/TDM Alternative local street improvements, the number of parking spaces in the overall parking supply area was determined by counting the number of on-street parking spaces along the street that would be affected by the construction and operation of the local street improvements. This number did not include spaces at the intersections outside the MDLs. For the BRT Alternative, the number of parking spaces in the overall parking supply area was determined by counting the number of marked on-street parking spaces or, in areas where the parking spaces were not marked, the number of spaces that could be accommodated along that length. For the LRT Alternative, the number of parking spaces in the overall parking supply area was determined by counting the number of on-street parking spaces along the street that would be affected by the construction and operation of the aerial segment of the LRT Alternative, and at the locations of the LRT stations and parking structures. For the Freeway Tunnel

Alternative, the number of parking spaces in the overall parking supply area was determined by counting the number of marked on-street parking spaces on the Green Street Bridge.

Temporary on-street parking losses were calculated by subtracting the number of parking spaces that would be lost during construction of a Build Alternative from the overall parking supply and subsequently restored when construction activities conclude.

For permanent impacts, two types of permanent on-street parking losses may occur during the operation of a Build Alternative. Some parking spaces would only be lost during the weekday morning peak period (between 7:00 a.m. and 9:00 a.m.) and afternoon peak period (between 4:00 p.m. and 6:00 p.m.) due to short-term parking restrictions; however, other permanent parking losses may include the loss of parking spaces during all hours of the day.

The permanent on-street parking losses that would occur during the operation of a Build Alternative during the weekday morning and afternoon peak periods were calculated by subtracting the number of parking spaces that would be lost due to short-term parking restrictions from the overall parking supply.

The permanent on-street parking space losses that would occur during all hours of the day during the operation of the Build Alternatives were calculated by subtracting the number of parking spaces that would be permanently lost due to intersection and local street improvements, placement of a bus station or the operation of a dedicated bus lane, the reconfiguration of a roadway, or the placement of columns or a light rail station.

6.4.1.3 Methodology for Evaluating Long-Term Employment

Because the operating expenditures for each of the Build Alternatives have not been estimated at this time, the long-term employment impacts associated with each of the Build Alternatives cannot be quantified. Therefore, the long-term employment for each of the Build Alternatives is discussed qualitatively.

6.4.1.4 Methodology for Evaluating Potential Job Relocations

The *Economic and Fiscal Impacts Evaluation* (Appendix C) consulted electronic databases to retrieve information on businesses within a 0.25-mile (mi) area of each Build Alternative, including the numbers of businesses, employees, sales volume, and industry classification by the North American Industry Classification System (NAICS) code as of July 2012. The *Economic and Fiscal Impacts Evaluation* (Appendix C) then compared the estimated number of employees in each jurisdiction that would be potentially displaced by each Build Alternative, as reported in the *Draft Relocation Impact Report* (Epic 2014), against the total number of primary jobs in that jurisdiction to determine whether each Build Alternative would result in the displacement of part of the affected jurisdiction's employment base.

6.4.1.5 Methodology for Evaluating Potential Property Tax Revenue Losses

Using alignment maps, conceptual station plans, and potential construction staging maps, specific parcels or portions of parcels have been identified for possible acquisition as indicated in the *Draft Relocation Impact Report* (Epic 2014). The *Economic and Fiscal Impacts Evaluation* (Appendix C) quantified the annual property tax revenue associated with each of the privately owned parcels identified for partial or full acquisition under the Build Alternatives. The property tax losses

associated with partial acquisitions were calculated based on the amount of square feet to be acquired as a percentage of the parcel's overall land value, as reported by the Los Angeles County Assessor. For full acquisitions, the total assessed value of the parcel was used to estimate the potential loss in property taxes.

The assessed value of the parcels to be potentially acquired under each Build Alternative was multiplied by the appropriate property tax rate to determine the potential tax loss for each jurisdiction. The total assessed value of potential acquisitions in each jurisdiction was then compared to the total property tax base in that jurisdiction to determine whether each Build Alternative would result in the loss of part of the affected jurisdiction's property tax base.

6.4.1.6 Methodology for Evaluating Potential Sales Tax Revenue Losses

The *Economic and Fiscal Impacts Evaluation* (Appendix C) estimated the annual sales tax revenue associated with each of the businesses that would be potentially relocated under the Build Alternatives based on the average taxable sales for that type of business in 2011 (the most recent year for which data are available), as reported by the State Board of Equalization.

The total estimated sales tax revenue associated with the potential business relocations in each jurisdiction was then compared to the total sales tax base in that jurisdiction to determine whether each Build Alternative would result in the loss of part of the affected jurisdiction's sales tax base.

The analysis included in the *Economic and Fiscal Impacts Evaluation* (Appendix C) only quantifies the potential sales tax loss associated with relocated businesses. In some instances, the loss of an anchor tenant could adversely impact other retailers in an area. While recognized, no attempt to quantify this potential secondary impact has been made. There is also the potential for businesses to relocate in the city or community in which they are currently located. The availability of existing vacant retail commercial space in each city or community would make it possible for businesses to relocate in their existing city or community.

6.4.2 No Build Alternative

The No Build Alternative does not include the construction or operation of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in the creation of construction or permanent jobs; short- or long-term loss of parking, property taxes, and sales taxes; permanent acquisition of ROW; or displacement of businesses and jobs potentially associated with the improvements in the Build Alternatives. However, the No Build Alternative would not provide improvements to the transit, transportation, and circulation systems. As a result, it could result in adverse impacts on area businesses in the future if traffic congestion increases to a level where patrons of area businesses seek out other locations to conduct their shopping, dining, and personal business activities. In the long term, this could result in a loss of businesses, jobs, and property and sales taxes in areas affected by that increased congestion; however, there is no methodology available to quantify this potential loss.

6.4.3 Transportation System Management/Transportation Demand Management Alternative

6.4.3.1 Summary of Impacts

This section summarizes the potential temporary and permanent economic effects of the TSM/TDM Alternative. The improvements and services included in the TSM/TDM Alternative and which are analyzed in this section are located in the following cities, communities, and neighborhoods in the study area:

- Alhambra
- Pasadena
- South Pasadena
- Eagle Rock
- Rosemead
- Unincorporated San Gabriel Valley Communities
- El Sereno
- San Gabriel
- Glassell Park
- San Marino

No physical improvements under the TSM/TDM Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, they are not discussed further in this section:

- Altadena
- El Monte
- Monrovia
- Arcadia
- Glendale
- Montebello
- Arroyo Seco
- Highland Park
- Monterey Park
- Commerce
- Irwindale
- Sierra Madre
- Cypress Park
- La Cañada Flintridge
- South El Monte
- Duarte
- La Crescenta-Montrose
- Temple City
- East Los Angeles
- Lincoln Heights

Temporary Impacts

- **Construction Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the TSM/TDM Alternative is estimated to result in 1,400 person-year jobs, which would generate a total of \$64.7 million (in 2010 dollars) in employment earnings.
- **Parking Losses:** Construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking.

Permanent Impacts

- **Long-Term Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements and bus service enhancements included in the TSM/TDM Alternative is estimated to result in 300 person-year jobs, which would generate \$10.5 million per year (in 2010 dollars) in employment earnings over the long term.
- **Business Displacements:** As described in Section 6.3.3.1, the TSM/TDM Alternative would result in the relocation of one business in El Sereno, resulting in the displacement of six jobs, or approximately 0.55 percent of El Sereno's primary jobs in 2011.

- Property Tax Losses:** As described in Section 6.3.3.1, the TSM/TDM Alternative would result in 32 partial parcel acquisitions and 1 full parcel acquisition in the study area, which would result in property tax revenue losses for the Cities of Alhambra, Pasadena, Rosemead, San Gabriel, and South Pasadena. Table 6.4.1 shows the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisition would occur under the TSM/TDM Alternative along with the percentage of the property tax revenue collected and distributed to each jurisdiction's General Fund in Fiscal Year (FY) 2012–2013. The parcel acquisitions under the TSM/TDM Alternative would result in a total loss of an estimated \$1,000 in annual property tax revenue. As shown in Table 6.4.1, the TSM/TDM Alternative would result in the loss of less than 0.01 percent of the property tax revenue collected and distributed to the respective General Funds of the Cities of Alhambra, Pasadena, Rosemead, San Gabriel, and South Pasadena in FY 2012–2013.

TABLE 6.4.1:

Property Tax Losses for the TSM/TDM Alternative

Jurisdiction	Assessed Value of Acquisitions	Estimated Property Tax Loss to Jurisdiction	Estimated Percent of Property Tax Loss as a Percentage of the General Fund Property Tax Revenue
Alhambra	\$11,712	\$13	<0.01%
Pasadena	\$409,448	\$694	<0.01%
Rosemead	\$3,646	\$2	<0.01%
San Gabriel	\$59,310	\$58	<0.01%
South Pasadena	\$103,578	\$233	<0.01%
Total Estimated Property Tax Loss	–	\$1,000	–

 Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

TSM/TDM = Transportation System Management/Transportation Demand Management

- Sales Tax Losses:** As described in Section 6.3.3.1, the TSM/TDM Alternative would result in the relocation of one business in the El Sereno neighborhood in the City of Los Angeles. This business is assumed to generate sales tax. As discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate this displaced business. If this business were to relocate outside the City of Los Angeles, the potential sales tax loss for the City of Los Angeles would be an estimated \$1,939 per year, or less than 0.01 percent of the total sales tax revenue distributed to the City of Los Angeles General Fund in 2011.
- Parking Losses:** The TSM/TDM Alternative would result in two types of permanent on-street parking losses. Some parking spaces would only be lost during the weekday morning peak period (between 7:00 a.m. and 9:00 a.m.) and afternoon peak period (between 4:00 p.m. and 6:00 p.m.) due to short-term parking restrictions, while others would be lost during all hours. Although the TSM/TDM Alternative would result in the permanent loss of 26 on-street parking spaces in Alhambra during the weekday morning and afternoon peak periods and the permanent loss of 220 on-street parking spaces in Alhambra, San Gabriel, San Marino, and South Pasadena during all hours, the remaining parking supply during the peak and non-peak periods would be greater than the existing parking demand in the vicinity of the parking losses.

6.4.3.2 Los Angeles County and Southern California Association of Governments Region

Construction Employment

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the TSM/TDM Alternative is estimated to require \$105 million in capital expenditures (excluding ROW acquisition costs) in 2013 dollars. Assuming the TSM/TDM Alternative would require a 2-year construction period, the TSM/TDM Alternative would be estimated to result in 1,400 person-year jobs, which would generate a total of \$64.7 million (in 2010 dollars) in employment earnings.

Long-Term Employment

In the long term, the majority of operating expenses for the road improvements in the TSM/TDM Alternative will be for regular ongoing maintenance and repair of those improvements. It is anticipated that those activities would be conducted as part the local jurisdictions' existing maintenance and repair of public street improvements in their jurisdictions. Because most of the improvements would be within existing public ROW, additional public works or other local jurisdiction staff and expanded maintenance or repair activities are not expected to be required to maintain those improvements. As a result, the majority of the TSM/TDM Alternative improvements would not be expected to result in appreciable increases in public road operating and maintenance costs for the local jurisdictions in which those improvements occur.

Increases in transit service routes and frequencies included in the TSM/TDM Alternative would result in the need for additional buses; drivers, maintenance, and management personnel; facility improvements to accommodate the additional buses and maintenance activities; and overall increased operating and maintenance costs.

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements and bus service enhancements included in the TSM/TDM Alternative is estimated to result in 300 person-year jobs, which would generate a total of \$10.5 million (in 2010 dollars) per year in employment earnings over the life of the improvements.

6.4.3.3 Alhambra

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Alhambra.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.2, the TSM/TDM Alternative would not result in the relocation of businesses in the City of Alhambra.
- **Property Tax Losses:** As described in Section 6.3.3.2, the TSM/TDM Alternative would result in two partial parcel acquisitions in the City of Alhambra, which would result in property tax revenue losses for the City of Alhambra. The partial parcel acquisitions under the TSM/TDM Alternative would result in the loss of an estimated \$13 in annual property tax revenue to the City of Alhambra, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Alhambra General Fund in FY 2012–2013.

- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in Alhambra, there would be no loss of sales tax revenue to the City of Alhambra.
- **Parking Losses:** The improvements to Garfield Avenue from Valley Boulevard to Glendon Way (i.e., Local Street Improvement L-4) would result in the permanent loss of 26 on-street parking spaces during the weekday morning and afternoon peak periods. The improvements to the Garfield Avenue/Mission Road intersection (i.e., Intersection Improvement I-16) would result in the permanent loss of 2 on-street parking spaces during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the TSM/TDM Alternative would not result in permanent adverse effects on parking in the City of Alhambra.

6.4.3.4 Eagle Rock

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the Eagle Rock neighborhood.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.3, the TSM/TDM Alternative would not result in the relocation of businesses in the Eagle Rock neighborhood in the City of Los Angeles.
- **Property Tax Losses:** As described in Section 6.3.3.3, the TSM/TDM Alternative would result in one partial parcel acquisition in the Eagle Rock neighborhood; however, because this parcel is publicly owned, this acquisition would not result in property tax revenue losses for the City of Los Angeles.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in the Eagle Rock neighborhood, no losses in sales tax revenue to the City of Los Angeles related to the displacement of sales tax-generating businesses in Eagle Rock would occur.
- **Parking Losses:** The TSM/TDM Alternative would not result in the permanent loss of any on- or off-street parking spaces in the Eagle Rock neighborhood in the City of Los Angeles.

6.4.3.5 El Sereno

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the El Sereno neighborhood.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.4, the TSM/TDM Alternative would result in the relocation of one business in the El Sereno neighborhood, resulting in the displacement of six jobs or approximately 0.55 percent of El Sereno's primary jobs in 2011.
- **Sales Tax Losses:** As described in Section 6.3.3.4, the TSM/TDM Alternative would result in the relocation of one business in the El Sereno neighborhood in the City of Los Angeles. This

business is assumed to generate sales tax. As discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate this displaced business. If this business were to relocate outside the City of Los Angeles, the potential sales tax loss for the City of Los Angeles would be an estimated \$1,939 per year, or less than 0.01 percent of the total sales tax revenue distributed to the City of Los Angeles General Fund in 2011.

- **Parking Losses:** The proposed connector road between Valley Boulevard and Mission Road that would be constructed as part of Other Road Improvement T-1 would result in the permanent loss of 135 off-street parking spaces during all hours. Because the project proposes to restore a total of 141 parking spaces, thereby increasing the parking supply in the area, the TSM/TDM Alternative would not result in permanent adverse effects on parking in the El Sereno neighborhood.

6.4.3.6 Glassell Park

Although the TSM/TDM Alternative would provide improvements in the Glassell Park neighborhood in the City of Los Angeles, it would not result in any temporary or permanent parking losses or the acquisition of any parcels in Glassell Park. Therefore, the TSM/TDM Alternative would not result in the displacement of any businesses or the loss of any property tax or sales tax revenue for the City of Los Angeles.

6.4.3.7 Pasadena

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.6, the TSM/TDM Alternative would not result in the relocation of businesses in the City of Pasadena.
- **Property Tax Losses:** As described in Section 6.3.3.6, the TSM/TDM Alternative would result in 15 partial parcel acquisitions and 1 full parcel acquisition in Pasadena, which would result in property tax revenue losses for the City of Pasadena with one exception. Assessor's Parcel Number [APN] 5317030902 (the Pasadena Department of Water and Power's Glenarm Power Plant) is held in public ownership and is not included in the property tax assessment roll; therefore, the partial acquisition of this parcel would not result in property tax losses. The partial and full parcel acquisitions under the TSM/TDM Alternative would result in a total loss of an estimated \$694 in annual property tax revenue to the City of Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Pasadena General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in Pasadena, no losses in sales tax revenue to the City of Pasadena would occur.
- **Parking Losses:** The TSM/TDM Alternative would not result in the permanent loss of any on- or off-street parking spaces in the City of Pasadena.

6.4.3.8 Rosemead

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Rosemead.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.7, the TSM/TDM Alternative would not result in the relocation of businesses in Rosemead.
- **Property Tax Losses:** As described in Section 6.3.3.7, the TSM/TDM Alternative would result in three partial parcel acquisitions in Rosemead, which would result in property tax revenue losses for the City of Rosemead. The partial parcel acquisitions under the TSM/TDM Alternative would result in a total loss of an estimated \$2 in annual property tax revenue to the City of Rosemead, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Rosemead General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in Rosemead, no losses in sales tax revenue to the City of Rosemead would occur.
- **Parking Losses:** The TSM/TDM Alternative would not result in the permanent loss of any on- or off-street parking spaces in the City of Rosemead.

6.4.3.9 San Gabriel

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of San Gabriel.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.8, the TSM/TDM Alternative would not result in the relocation of businesses in the City of San Gabriel.
- **Property Tax Losses:** As described in Section 6.3.3.8, the TSM/TDM Alternative would result in three partial parcel acquisitions in San Gabriel, which would result in property tax revenue losses for the City of San Gabriel. The partial parcel acquisitions under the TSM/TDM Alternative would result in a total loss of an estimated \$58 in annual property tax revenue to the City of San Gabriel, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of San Gabriel General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in San Gabriel, no losses in sales tax revenue to the City of San Gabriel would occur.
- **Parking Losses:** The improvements to Del Mar Avenue/Mission Road intersection (i.e., Intersection Improvement I-19) would result in the permanent loss of 17 on-street parking spaces during all hours. The improvements to the San Gabriel Boulevard/Marshall Street intersection (i.e., Intersection Improvement I-22) would result in the permanent loss of 1 on-street parking space during all hours. Because the remaining parking supply in the vicinity of

these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the TSM/TDM Alternative would not result in permanent adverse effects on parking in the City of San Gabriel.

6.4.3.10 San Marino

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of San Marino.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.9, the TSM/TDM Alternative would not result in the relocation of businesses in San Marino.
- **Property Tax Losses:** As described in Section 6.3.3.9, the TSM/TDM Alternative would not result in any partial or full parcel acquisitions in San Marino; therefore, the TSM/TDM Alternative would not result in property tax revenue losses for the City of San Marino.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in San Marino, no losses in sales tax revenue to the City of San Marino would occur.
- **Parking Losses:** The improvements to the Huntington Drive/Oak Knoll Avenue intersection (i.e., Intersection Improvement I-24) would result in the permanent loss of 11 on-street parking spaces during all hours. The improvements to the Huntington Drive/Sierra Madre Boulevard intersection (i.e., Intersection Improvement I-25) would result in the permanent loss of 29 on-street parking spaces during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the TSM/TDM Alternative would not result in permanent adverse effects on parking in the City of San Marino.

6.4.3.11 South Pasadena

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of South Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.10, the TSM/TDM Alternative would not result in the relocation of businesses in South Pasadena.
- **Property Tax Losses:** As described in Section 6.3.3.10, the TSM/TDM Alternative would result in 7 partial parcel acquisitions in South Pasadena, which would result in property tax revenue losses for the City of South Pasadena. The partial parcel acquisitions under the TSM/TDM Alternative would result in a total loss of an estimated \$233 in annual property tax revenue to the City of South Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of South Pasadena General Fund in FY 2012–2013.

- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in South Pasadena, no losses in sales tax revenue to the City of South Pasadena would occur.
- **Parking Losses:** The improvements to Fremont Avenue from Huntington Drive to Alhambra Road (i.e., Local Street Improvement L-2a) would result in the permanent loss of 8 on-street parking spaces during all hours. The improvements to the Fremont Avenue/Huntington Drive intersection (i.e., Intersection Improvement I-11) would result in the permanent loss of 4 on-street parking spaces during all hours. The improvements to Fair Oaks Avenue, State Street, and the SR 110 hook ramps (i.e., Other Road Improvement T-2) would result in the permanent loss of 13 on-street parking spaces during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the TSM/TDM Alternative would not result in permanent adverse effects on parking in the City of South Pasadena.

6.4.3.12 Unincorporated San Gabriel Valley Communities

The term “Unincorporated San Gabriel Valley Communities” is the area that consists of the following five unincorporated communities in Los Angeles County: East San Gabriel, East Pasadena, Mayflower Village, North El Monte, and San Pasqual.

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.3.1, construction activities associated with the TSM/TDM Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the Unincorporated San Gabriel Valley Communities.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.3.11, the TSM/TDM Alternative would not result in the relocation of businesses in the Unincorporated San Gabriel Valley Communities.
- **Property Tax Losses:** As described in Section 6.3.3.11, the TSM/TDM Alternative would not result in any partial or full parcel acquisitions in the Unincorporated San Gabriel Valley Communities; therefore, the TSM/TDM Alternative would not result in property tax revenue losses for the County of Los Angeles.
- **Sales Tax Losses:** Because the TSM/TDM Alternative would not result in the relocation of businesses in the Unincorporated San Gabriel Valley Communities, no losses in sales tax revenue to the County of Los Angeles would occur.
- **Parking Losses:** The TSM/TDM Alternative would not result in the permanent loss of any on- or off-street parking spaces in the Unincorporated San Gabriel Valley Communities.

6.4.4 Bus Rapid Transit Alternative

6.4.4.1 Summary of Impacts

This section summarizes the potential temporary and permanent economic effects of the BRT Alternative. The improvements and services included in the BRT Alternative are located in the following cities, communities, and neighborhoods in the study area:

- Alhambra
- East Los Angeles
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the BRT Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, they are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- El Sereno
- Glassell Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

In addition to the economic impacts described below, the BRT Alternative would also result in the economic impacts that would occur under the TSM/TDM Alternative as described earlier in Section 6.4.3, unless otherwise noted.

Temporary Impacts

- **Construction Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the BRT Alternative is estimated to result in 3,100 person-year jobs, which would generate a total of \$148.6 million (in 2010 dollars) in employment earnings from construction of the TSM/TDM Alternative improvements included in the BRT Alternative and the BRT Alternative improvements.
- **Parking Losses:** Construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking.

Permanent Impacts

- **Long-Term Employment:** In addition to the long-term operating expenses for road and transit improvements in the TSM/TDM Alternative that are also included in the BRT Alternative, the majority of the additional operating expenses for the BRT Alternative improvements will be for regular ongoing maintenance and repair of the designated corridor used by the bus service and for the increased bus services provided in this Build Alternative. It is anticipated that ongoing road maintenance and repair activities would be conducted as part of the local jurisdictions' existing maintenance and repair of public street improvements in their jurisdictions. Because the lanes used for the bus service in the BRT Alternative would be within existing public ROW, additional public works or other local jurisdiction staff and expanded maintenance or repair activities are not expected to be required to maintain those improvements.

The BRT Alternative includes substantial increases in transit service routes and frequencies, particularly in the dedicated bus lanes and on streets intersecting with those bus lanes. The increases in transit service routes and frequencies would result in the need for additional buses; drivers, maintenance, and management personnel; facility improvements to accommodate the additional buses and maintenance activities; and overall increased operating and maintenance costs.

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements and BRT service included in the BRT Alternative is estimated to result in 600 person-year jobs, which would generate a total of \$19.6 million (in 2010 dollars) per year in employment earnings over the life of the improvements from both the TSM/TDM improvements associated with the BRT Alternative and the BRT Alternative improvements.

- Business Displacements:** As described in Section 6.3.4.1, the BRT Alternative would not result in the relocation of any businesses in the study area.
- Property Tax Losses:** The BRT Alternative would result in property tax revenue losses for the Cities of Alhambra, Monterey Park, Rosemead, San Gabriel, Pasadena, and South Pasadena, and the County of Los Angeles. Table 6.4.2 shows the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisition would occur under the BRT Alternative along with the percentage of the property tax revenue collected and distributed to each jurisdiction's General Fund in FY 2012–2013. The parcel acquisitions under the BRT Alternative would result in a total loss of an estimated \$2,111 in annual property tax revenue. As shown in Table 6.4.2, the BRT Alternative would result in the loss of less than 0.01 percent of the property tax revenue collected and distributed to the respective General Funds of the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, and the County of Los Angeles (i.e., the portion generated within the unincorporated community of East Los Angeles) in FY 2012–2013. This analysis includes the property tax losses associated with the TSM/TDM Alternative improvements included in the BRT Alternative.

TABLE 6.4.2:
Property Tax Losses for the BRT Alternative

Jurisdiction	Assessed Value of Acquisitions	Estimated Property Tax Loss to Jurisdiction	Estimated Percent of Property Tax Loss as a Percentage of the General Fund Property Tax Revenue
Alhambra	\$215,883	\$242	<0.01%
County of Los Angeles ¹	\$69,804	\$156	<0.01%
Monterey Park	\$249,320	\$298	<0.01%
Pasadena	\$431,857	\$732	<0.01%
Rosemead	\$3,646	\$2	<0.01%
San Gabriel	\$59,310	\$58	<0.01%
South Pasadena	\$277,171	\$623	<0.01%
Total Estimated Property Tax Loss	–	\$2,111	–

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

Note: Analysis includes property tax losses associated with the TSM/TDM Alternative improvements in the BRT Alternative.

¹ Property tax losses associated with acquisitions in the unincorporated community of East Los Angeles in the County of Los Angeles.

BRT = Bus Rapid Transit

TSM/TDM = Transportation System Management/Transportation Demand Management

- Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in the study area, no losses in sales tax revenue would occur.

- **Parking Losses:** The BRT Alternative would result in two types of permanent on-street parking losses. Some parking spaces would only be lost during the weekday morning peak period (between 7:00 a.m. and 9:00 a.m.) and afternoon peak period (between 4:00 p.m. and 6:00 p.m.) due to short-term parking restrictions, while others would be lost during all hours. Although the BRT Alternative would result in the permanent loss of 1,055 on-street parking spaces in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena during the weekday morning and afternoon peak periods and the permanent loss of 114 on-street parking spaces in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena during all hours, the remaining parking supply during the peak and non-peak periods would be greater than the existing parking demand in the vicinity of the parking losses.

6.4.4.2 Los Angeles County and SCAG Region

Construction Employment

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the BRT Alternative is estimated to require \$240 million in capital expenditures (excluding ROW acquisition costs) in 2013 dollars. Assuming the BRT Alternative would require a 1-year construction period, the BRT Alternative would be estimated to result in 3,100 person-year jobs, which would generate a total of \$147.9 million (in 2010 dollars) in employment earnings.

Long-Term Employment

Operation and maintenance of the improvements and the BRT service included in the BRT Alternative is estimated to result in 600 person-year jobs, which would generate a total of \$19.6 million (in 2010 dollars) per year in employment earnings over the long term.

6.4.4.3 Alhambra

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.4.1, construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Alhambra.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.4.2, the BRT Alternative would not result in the relocation of businesses in Alhambra.
- **Property Tax Losses:** As described in Section 6.3.4.2, the BRT Alternative would result in 13 partial parcel acquisitions in Alhambra, which would result in property tax revenue losses for the City of Alhambra. The partial parcel acquisitions under the BRT Alternative would result in a total loss of an estimated \$242 in annual property tax revenue to the City of Alhambra, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Alhambra General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in Alhambra, no losses in sales tax revenue to the City of Alhambra would occur.
- **Parking Losses:** The BRT Alternative improvements in the City of Alhambra would result in the permanent loss of 28 on-street parking spaces along southbound Atlantic Boulevard between

Garfield Avenue and Hellman Avenue during the weekday morning and afternoon peak periods and 16 on-street parking spaces along northbound Atlantic Boulevard between Hellman Avenue and Garfield Avenue during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the BRT Alternative would not result in permanent adverse effects on parking in the City of Alhambra.

6.4.4.4 East Los Angeles

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.4.1, construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the unincorporated community of East Los Angeles.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.4.3, the BRT Alternative would not result in the relocation of businesses in the unincorporated community of East Los Angeles.
- **Property Tax Losses:** As described in Section 6.3.4.3, the BRT Alternative would result in two partial parcel acquisitions in the unincorporated community of East Los Angeles, which would result in property tax revenue losses for the County of Los Angeles. The partial parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$156 in annual property tax revenue to the County, which is less than 0.01 percent of the property tax revenue collected and distributed to the County of Los Angeles General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in East Los Angeles, no losses in sales tax revenue to the County of Los Angeles would occur.
- **Parking Losses:** The BRT Alternative improvements in the unincorporated community of East Los Angeles would result in the permanent loss of 118 on-street parking spaces along northbound Atlantic Boulevard between Whittier Boulevard and SR 60 during the weekday morning and afternoon peak periods and 4 on-street parking spaces along southbound Atlantic Boulevard between SR 60 and Whittier Boulevard during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the BRT Alternative would not result in permanent adverse effects on parking in the unincorporated community of East Los Angeles.

6.4.4.5 Monterey Park

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.4.1, construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Monterey Park.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.4.4, the BRT Alternative would not result in the relocation of businesses in the City of Monterey Park.

- **Property Tax Losses:** As described in Section 6.3.4.4, the BRT Alternative would result in five partial parcel acquisitions in Monterey Park, which would result in property tax revenue losses for the City of Monterey Park. The partial parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$298 in annual property tax revenue to the City of Monterey Park, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Monterey Park General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in Monterey Park, no losses in sales tax revenue to the City of Monterey Park would occur.
- **Parking Losses:** The BRT Alternative improvements in the City of Monterey Park would result in the permanent loss of 194 on-street parking spaces along northbound Atlantic Boulevard between SR 60 and Hellman Avenue, 223 on-street parking spaces along southbound Atlantic Boulevard between Hellman Avenue and SR 60 during the weekday morning and afternoon peak periods, and 23 on-street parking spaces along southbound Atlantic Boulevard between Hellman Avenue and SR 60 during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the BRT Alternative would not result in permanent adverse effects on parking in the City of Monterey Park.

6.4.4.6 Pasadena

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.4.1, construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.4.5, the BRT Alternative would not result in the relocation of businesses in the City of Pasadena.
- **Property Tax Losses:** As described in Section 6.3.4.5, the BRT Alternative would result in two partial parcel acquisitions in Pasadena, which would result in property tax revenue losses for the City of Pasadena. The partial parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$732 in annual property tax revenue to the City of Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Pasadena General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in Pasadena, no losses in sales tax revenue to the City of Pasadena would occur.
- **Parking Losses:** The BRT Alternative improvements in the City of Pasadena would result in the permanent loss of 72 on-street parking spaces along northbound Fair Oaks Avenue between Columbia Street and Del Mar Boulevard during the weekday morning and afternoon peak periods. The BRT Alternative improvements in the City of Pasadena would result in the permanent loss of 6 on-street parking spaces along northbound Fair Oaks Avenue between Columbia Street and Del Mar Boulevard and 38 on-street parking spaces along southbound Fair Oaks Avenue between Del Mar Boulevard and Columbia Street during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the

existing parking demand during the peak and non-peak periods, the BRT Alternative would not result in permanent adverse effects on parking in the City of Pasadena.

6.4.4.7 Rosemead

Permanent Impacts

- **Property Tax Losses:** Because the BRT Alternative would also include all the improvements in the TSM/TDM Alternative with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10), the BRT Alternative would also result in parcel acquisitions in Rosemead, which would result in property tax revenue losses for the City of Rosemead. The parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$2 in annual property tax revenue to the City of Rosemead, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Rosemead General Fund in FY 2012–2013.

6.4.4.8 San Gabriel

Permanent Impacts

- **Property Tax Losses:** Because the BRT Alternative would also include all the improvements in the TSM/TDM Alternative with the exception of Local Street Improvement L-8 (Fair Oaks Avenue from Grevelia Street to Monterey Road) and the reversible lane component of Local Street Improvement L-3 (Atlantic Boulevard from Glendon Way to I-10), the BRT Alternative would also result in parcel acquisitions in San Gabriel, which would result in property tax revenue losses for the City of San Gabriel. The parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$58 in annual property tax revenue to the City of San Gabriel, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of San Gabriel General Fund in FY 2012-2013.

6.4.4.9 South Pasadena

Temporary Impacts

- **Parking Losses:** As described in Section 6.4.4.1, construction activities associated with the BRT Alternative would be isolated and short in duration, and therefore would have negligible effects on on- and off-street parking in the City of South Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.4.6, the BRT Alternative would not result in the relocation of businesses in the City of South Pasadena.
- **Property Tax Losses:** As described in Section 6.3.4.6, the BRT Alternative would result in 23 partial parcel acquisitions in South Pasadena, which would result in property tax revenue losses for the City of South Pasadena. The partial parcel acquisitions under the BRT Alternative would result in the loss of an estimated \$623 in annual property tax revenue to the City of South Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of South Pasadena General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the BRT Alternative would not result in the relocation of businesses in South Pasadena, no losses in sales tax revenue to the City of South Pasadena would occur.

- Parking Losses:** The BRT Alternative improvements in the City of South Pasadena would result in the permanent loss of 200 on-street parking spaces along northbound Fair Oaks Avenue, westbound Huntington Drive, and northbound Atlantic Boulevard and 194 on-street parking spaces along southbound Fair Oaks Avenue, eastbound Huntington Drive, and southbound Atlantic Boulevard during the weekday morning and afternoon peak periods. The BRT Alternative improvements in the City of South Pasadena would also result in the permanent loss of 15 on-street parking spaces along northbound Fair Oaks Avenue, westbound Huntington Drive, and northbound Atlantic Boulevard and 12 on-street parking spaces along southbound Fair Oaks Avenue, eastbound Huntington Drive, and southbound Atlantic Boulevard during all hours. Because the remaining parking supply in the vicinity of these parking losses would be greater than the existing parking demand during the peak and non-peak periods, the BRT Alternative would not result in permanent adverse effects on parking in the City of South Pasadena.

6.4.5 Light Rail Transit Alternative

6.4.5.1 Summary of Impacts

This section summarizes the potential temporary and permanent economic effects of the LRT Alternative. The improvements and services included in the LRT Alternative are located in the following cities, communities, and neighborhoods in the study area:

- Alhambra
- East Los Angeles
- El Sereno
- Irwindale
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the LRT Alternative would occur in the following cities, communities, and neighborhoods in the study area and, therefore, are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-5 (provided earlier in Chapter 2, Project Description), the new light rail line provided in the LRT Alternative includes the following features:

- Tunnel Segment:** This segment extends from the northern terminus at the Fillmore Station in Pasadena to south of Valley Boulevard in Alhambra. The only surface features along this

segment of the light rail line would be four stations in Pasadena, South Pasadena, and Alhambra.

- **Elevated Section:** This segment extends from south of Valley Boulevard in Alhambra to the southern terminus at Third Street in East Los Angeles. In addition to the elevated tracks on this segment, the segment includes three stations in El Sereno, Monterey Park, and East Los Angeles.

The analysis of potential effects of the LRT Alternative related to economics focuses on the features of the LRT Alternative that would be at-grade or elevated because those features could potentially result in economic impacts in the study area cities, communities, and neighborhoods. As a result, this analysis focuses on the elevated segment of, and the seven stations along, the light rail line.

In addition to the economic impacts described below, the LRT Alternative would also result in the economic impacts that would occur under the TSM/TDM Alternative as described earlier in Section 6.4.3. Note that Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road) would not occur under the LRT Alternative. Therefore, no economic impacts associated with Other Road Improvement T-1 (1 business displacement, 6 employee displacements, \$1,939 in annual sales tax revenue losses, and the permanent loss of 135 parking stalls in El Sereno) would occur under the LRT Alternative.

Temporary Impacts

- **Construction Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the LRT Alternative is estimated to result in 31,500 person-year jobs, which would generate a total of \$1.5 billion (in 2010 dollars) in employment earnings from construction of the TSM/TDM Alternative improvements included in the LRT Alternative and the LRT Alternative improvements.
- **Parking Losses:** Construction of the LRT Alternative improvements would result in the temporary loss of 240 parking spaces in East Los Angeles, Monterey Park, Pasadena, and South Pasadena. These temporary parking losses include 128 on-street parking spaces along Mednik Avenue in East Los Angeles, 26 on-street parking spaces along Floral Drive in Monterey Park and East Los Angeles, 30 on-street parking spaces along Huntington Drive and Fair Oaks Avenue in the vicinity of the Huntington Station site in South Pasadena, 30 on-street parking spaces in the vicinity of the South Pasadena Station site in South Pasadena, and 26 on-street parking spaces on Raymond Avenue in the vicinity of the Fillmore Station site in Pasadena. Once construction is completed, all 240 of these parking spaces would be restored and available for use during all hours. Construction would not occur at all LRT segments concurrently, and any construction would be isolated and short in duration.

Permanent Impacts

- **Long-Term Employment:** In addition to the long-term operating expenses for road and transit improvements in the TSM/TDM Alternative that are also included in the LRT Alternative, the majority of the additional operating expenses for the LRT Alternative improvements will be for regular ongoing operation, maintenance, and repair of the light rail tracks, structures, cars, and stations, and staff (including drivers, maintenance, and management personnel). It is anticipated that the operation and maintenance of those improvements would be conducted as part of Metro's ongoing operation and maintenance activities for the overall existing light rail system. Because the LRT Alternative would increase the total track, rail cars, and service in Metro's

overall light rail system, this would be expected to result in a modest increase in the operating costs for the overall light rail system.

The LRT Alternative also includes a substantial increase in transit service routes and frequencies serving the stations along the LRT Alternative alignment, which would result in the need for additional buses; drivers, maintenance, and management personnel; facility improvements to accommodate the additional buses and maintenance activities; and overall increased operating and maintenance costs.

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements and LRT service included in the LRT Alternative is estimated to result in 1,300 person-year jobs, which would generate a total of \$45.4 million (in 2010 dollars) per year in employment earnings over the life of the improvements from construction of the TSM/TDM Alternative improvements included in the LRT Alternative and the LRT Alternative improvements.

- Business Displacements:** As described in Section 6.3.5.1, the LRT Alternative would result in the relocation of 14 businesses in the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, and the unincorporated community of East Los Angeles, resulting in the displacement of 675 jobs. Table 6.4.3 shows the estimated number of jobs that could be displaced by the LRT Alternative in each of the jurisdictions in which property acquisitions would occur under the LRT Alternative along with the percentage of each affected jurisdiction's primary jobs that could be displaced as a result of the LRT Alternative.

TABLE 6.4.3:
Employment Impacts for the LRT Alternative

Jurisdiction	Relocated Jobs	2011 Primary Jobs	Relocated Jobs as Percentage of 2011 Primary Jobs
Alhambra	30	23,046	0.13%
East Los Angeles ¹	155	19,758	0.78%
El Sereno ²	30	5,453	0.11%
Monterey Park	50	25,296	0.20%
Pasadena	105	93,981	0.11%
South Pasadena	305	6,090	5.01%
TOTAL	675	-	-

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

¹ East Los Angeles is an unincorporated community in the County of Los Angeles.

² El Sereno is a neighborhood in the City of Los Angeles.

LRT = Light Rail Transit

- Property Tax Losses:** As described in Section 6.3.5.1, the LRT Alternative would result in 12 partial parcel acquisitions and 59 full parcel acquisitions in the study area, which would result in property tax revenue losses for the Cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, and South Pasadena, and the County of Los Angeles. Table 6.4.4 shows the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions would occur under the LRT Alternative along with the percentage of the property tax revenue collected and distributed to each jurisdiction's General Fund in FY 2012–2013.

TABLE 6.4.4:
Property Tax Losses for the LRT Alternative

Jurisdiction	Assessed Value of Acquisitions	Estimated Property Tax Loss to Jurisdiction	Estimated Percent of Property Tax Loss as a Percentage of the General Fund Property Tax Revenue
Alhambra	\$18,763	\$21	<0.01%
County of Los Angeles ¹	\$3,912,032	\$8,730	<0.01%
Monterey Park	\$1,107,584	\$1,024	0.02%
Pasadena	\$4,480,714	\$7,590	0.02%
Rosemead	\$3,646	\$2	<0.01%
San Gabriel	\$59,310	\$60	<0.01%
South Pasadena	\$14,818,661	\$33,280	0.4%
Total Estimated Property Tax Loss		\$50,885	–

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

Note: Analysis includes property tax losses associated with the TSM/TDM Alternative improvements included in the LRT Alternative.

¹ Property tax losses associated with acquisitions in the unincorporated community of East Los Angeles in the County of Los Angeles.

LRT = Light Rail Transit

TSM/TDM = Transportation System Management/Transportation Demand Management

The parcel acquisitions under the LRT Alternative would result in a total loss of an estimated \$50,885 in annual property tax revenue. This analysis includes the property taxes/losses associated with the TSM/TDM Alternative improvements included in the LRT Alternative.

- Sales Tax Losses:** As described in Section 6.3.5.1, the LRT Alternative would result in the relocation of 74 businesses in the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, and the County of Los Angeles. However, as discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), only 16 of these 74 businesses generate sales tax. In addition, as discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate these displaced businesses. If these businesses were to relocate outside the respective jurisdictions in which they are currently located, these jurisdictions would experience losses in sales tax revenues. Table 6.4.5 shows the estimated loss in annual sales tax revenue for each of the jurisdictions where the displacement of sales tax-generating businesses would occur under the LRT Alternative along with the percentage of the total sales tax revenue distributed to each jurisdiction’s General Fund in 2011 that would be lost as a result of the LRT Alternative.

TABLE 6.4.5:
Sales Tax Losses for the LRT Alternative

Jurisdiction	Relocated Sales Tax-Generating Businesses	Estimated Potential Annual Sales Tax Loss to Jurisdiction	Estimated Sales Tax Loss as a Percentage of Sales Tax Revenue
Alhambra	1	\$35,325	0.4%
County of Los Angeles ¹	8	\$24,377	<0.01%
South Pasadena	7	\$15,723	1.3%
Total Estimated Potential Annual Sales Tax Loss	16	\$75,425	–

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

¹ Sales tax losses associated with the displacement of sales tax-generating businesses in the unincorporated community of East Los Angeles in the County of Los Angeles.

LRT = Light Rail Transit

- Parking Losses:** The LRT Alternative improvements would result in the permanent loss of four on-street parking spaces in the vicinity of the Huntington Station in the City of South Pasadena.

Off-street parking provided at the Alhambra, Floral, Huntington, and South Pasadena Stations is anticipated to exceed the projected demand for parking at each respective station. As such, no parking overflow from these proposed LRT stations is anticipated to occur in the vicinity of these stations. Parking will be provided for the restaurant and retail components of the Mednik Station to meet the anticipated demand of those uses. Adjacent on-street parking supply would be available in the event of on-site parking overflow.

6.4.5.2 Los Angeles County and SCAG Region

Construction Employment

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the LRT Alternative is estimated to require \$2.52 billion in capital expenditures (excluding ROW acquisition costs) in 2013 dollars. Assuming the LRT Alternative would require a 6-year construction period, the LRT Alternative would be estimated to result in 32,900 person-year jobs, which would generate a total of \$1.6 billion (in 2010 dollars) in employment earnings.

Long-Term Employment

Operation and maintenance of the improvements and LRT service included in the LRT Alternative is estimated to result in 1,300 person-year jobs, which would generate a total of \$45.4 million (in 2010 dollars) per year in employment earnings over the long term.

6.4.5.3 Alhambra

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would not result in the temporary loss of any parking spaces in the City of Alhambra.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.2, the LRT Alternative would result in the relocation of one business in Alhambra, resulting in the displacement of 30 jobs, or approximately 0.13 percent of the City of Alhambra's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.2, the LRT Alternative would result in one partial parcel acquisition and one full parcel acquisition in the City of Alhambra, which would result in property tax revenue losses for the City of Alhambra. The partial and full parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$21 in annual property tax revenue to the City of Alhambra, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Alhambra General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.5.2, the LRT Alternative would result in the relocation of one business in Alhambra. As discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate this displaced business. If this business were to relocate outside of Alhambra, the potential sales tax loss for the City of Alhambra would be an estimated \$35,325 per year, or approximately 0.4 percent of the total sales tax revenue distributed to the City of Alhambra General Fund in 2011.

- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the City of Alhambra. Off-street parking provided at the Alhambra Station is anticipated to exceed the projected demand for parking at this station. As such, no parking overflow from this proposed LRT station is anticipated to occur in the vicinity of the station.

6.4.5.4 East Los Angeles

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would result in the temporary loss of 148 parking spaces in East Los Angeles, including 48 on-street parking spaces along northbound Mednik Avenue between 3rd Street and Floral Drive, 80 on-street parking spaces along southbound Mednik Avenue between 3rd Street and Floral Drive and along eastbound Floral Drive between Dangler Avenue and Mednik Avenue. Once construction is completed, all 148 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.3, the LRT Alternative would result in the relocation of 15 businesses in the unincorporated community of East Los Angeles, resulting in the displacement of 155 jobs or approximately 0.78 percent of the East Los Angeles primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.3, the LRT Alternative would result in 3 partial parcel acquisitions and 16 full parcel acquisitions in the unincorporated community of East Los Angeles, which would result in property tax revenue losses for the County of Los Angeles. The partial and full parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$8,730 in annual property tax revenue to the County, which is less than 0.01 percent of the property tax revenue collected and distributed to the County of Los Angeles General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.5.3, the LRT Alternative would result in the relocation of 15 businesses in the unincorporated community of East Los Angeles. However, as discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), only 8 of these 15 businesses generate sales tax. In addition, as discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate these displaced businesses. If these businesses were to relocate outside the County, the potential sales tax loss for the County would be an estimated \$24,377 per year, or less than 0.01 percent of the total sales tax revenue distributed to the Los Angeles County General Fund in 2011.
- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the community of East Los Angeles. Parking will be provided for the restaurant and retail components of the Mednik Station to meet the anticipated demand of those uses. Adjacent on-street parking supply would be available in the event of on-site parking overflow.

6.4.5.5 El Sereno

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would not result in the temporary loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.4, the LRT Alternative would result in the relocation of one business in the El Sereno neighborhood in the City of Los Angeles, resulting in the displacement of 30 jobs or approximately 0.11 percent of El Sereno's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.4, the LRT Alternative would result in one partial parcel acquisition in the El Sereno neighborhood in the City of Los Angeles. However, as discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this parcel is publicly owned (Cal State LA) and does not generate property tax revenue. Therefore, this acquisition would not result in the loss of property tax revenue for the City of Los Angeles.
- **Sales Tax Losses:** As described in Section 6.3.5.4, the LRT Alternative would result in the relocation of one business in El Sereno. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this business does not generate sales tax; therefore, its displacement would not result in the loss of sales tax revenue for the City of Los Angeles.
- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

6.4.5.6 Irwindale

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would not result in the temporary loss of any parking spaces in the City of Irwindale.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.5, the LRT Alternative would not result in the relocation of businesses in Irwindale.
- **Property Tax Losses:** As described in Section 6.3.5.5, the LRT Alternative would not result in any partial or full parcel acquisitions in Irwindale; therefore, the LRT Alternative would not result in property tax revenue losses for the City of Irwindale.
- **Sales Tax Losses:** Because the LRT Alternative would not result in the relocation of businesses in Irwindale, no losses in sales tax revenue to the City of Irwindale would occur.
- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the City of Irwindale.

6.4.5.7 Monterey Park

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would result in the temporary loss of six parking spaces along westbound Floral Drive between Dangler Avenue and

Mednik Avenue in the City of Monterey Park. Once construction is completed, all six of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.6, the LRT Alternative would result in the relocation of 20 businesses in Monterey Park, resulting in the displacement of 50 jobs or approximately 0.2 percent of the City of Monterey Park’s primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.6, the LRT Alternative would result in 4 partial parcel acquisitions and 20 full parcel acquisitions in the City of Monterey Park, which would result in property tax revenue losses for the City of Monterey Park. The parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$1,204 in annual property tax revenue to the City of Monterey Park, which is approximately 0.01 percent of the property tax revenue collected and distributed to the City of Monterey Park General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.5.6, the LRT Alternative would result in the relocation of 20 businesses in Monterey Park. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), none of the 20 businesses generate sales tax; therefore, their displacement would not result in the loss of sales tax revenue for the City of Monterey Park.
- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the City of Monterey Park. Off-street parking provided at the Floral Station is anticipated to exceed the projected demand for parking at this station. As such, no parking overflow from this proposed LRT station is anticipated to occur in the vicinity of the station.

6.4.5.8 Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would result in the temporary loss of 26 parking spaces in Pasadena, including 14 on-street parking spaces along northbound Raymond Avenue between Fillmore Street and Pico Street and 12 on-street parking spaces along southbound Raymond Avenue between Fillmore Street and Pico Street. Once construction is completed, all 26 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.7, the LRT Alternative would result in the relocation of nine businesses in Pasadena, resulting in the displacement of 105 jobs or approximately 0.11 percent of the City of Pasadena’s primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.7, the LRT Alternative would result in one partial parcel acquisition and six full parcel acquisitions in the City of Pasadena, which would result in property tax revenue losses for the City of Pasadena. The partial and full parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$7,590 in annual property tax revenue to the City of Pasadena, which is approximately 0.02 percent of the property tax revenue collected and distributed to the City of Pasadena General Fund in FY 2012–2013.

- **Sales Tax Losses:** As described in Section 6.3.5.7, the LRT Alternative would result in the relocation of nine businesses in the City of Pasadena. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), none of the nine businesses generate sales tax; therefore, their displacement would not result in the loss of sales tax revenue for the City of Pasadena.
- **Parking Losses:** The LRT Alternative improvements would not result in the permanent loss of any parking spaces in the City of Pasadena.

6.4.5.9 Rosemead

Permanent Impacts

- **Property Tax Losses:** Because the LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road), the LRT Alternative would also result in parcel acquisitions in Rosemead, which would result in property tax revenue losses for the City of Rosemead. The parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$2 in annual property tax revenue to the City of Rosemead, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Rosemead General Fund in FY 2012–2013.

6.4.5.10 San Gabriel

Permanent Impacts

- **Property Tax Losses:** Because the LRT Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road), the LRT Alternative would also result in parcel acquisitions in San Gabriel, which would result in property tax revenue losses for the City of San Gabriel. The parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$8 in annual property tax revenue to the City of San Gabriel, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of San Gabriel General Fund in FY 2012–2013.

6.4.5.11 South Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the LRT Alternative improvements would result in the temporary loss of 60 parking spaces in South Pasadena, including 14 on-street parking spaces along westbound Huntington Drive and northbound Fair Oaks Avenue, 16 on-street parking spaces along eastbound Huntington Drive and southbound Fair Oaks Avenue in the vicinity of the Huntington Station site, 16 on-street parking spaces along northbound Fair Oaks Avenue between Hope Street and El Centro Street, and 14 on-street parking spaces along southbound Fair Oaks Avenue between Hope Street and El Centro Street in the vicinity of the South Pasadena Station site. Once construction is completed, 60 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.5.8, the LRT Alternative would result in the relocation of 28 businesses in South Pasadena, resulting in the displacement of 305 jobs or approximately 5.01 percent of the City of South Pasadena’s primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.5.8, the LRT Alternative would result in 2 partial parcel acquisitions and 16 full parcel acquisitions in the City of South Pasadena, which would result in property tax revenue losses for the City of South Pasadena. The partial and full parcel acquisitions under the LRT Alternative would result in the loss of an estimated \$33,280 in annual property tax revenue to the City of South Pasadena, which is approximately 0.4 percent of the property tax revenue collected and distributed to the City of South Pasadena General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.5.8, the LRT Alternative would result in the relocation of 28 businesses in the City of South Pasadena. However, as discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), only 7 of the 28 businesses generate sales tax. In addition, as discussed in the *Draft Relocation Impact Report* (Epic 2014), there is an adequate supply of replacement properties available in the study area in which to relocate these displaced businesses. If these businesses were to relocate outside the City of South Pasadena, the potential sales tax loss for the City of South Pasadena would be an estimated \$15,723 per year or approximately 1.3 percent of the total sales tax revenue distributed to the City of South Pasadena General Fund in 2011.
- **Parking Losses:** The LRT Alternative improvements would result in the permanent loss of 4 on-street parking spaces along southbound Fair Oaks Avenue and eastbound Huntington Drive in the vicinity of the Huntington Station in the City of South Pasadena. Off-street parking provided at the Huntington and South Pasadena Stations is anticipated to exceed the projected demand for parking at each respective station. As such, no parking overflow from these proposed LRT stations is anticipated to occur in the vicinity of these stations.

6.4.6 Freeway Tunnel Alternative (Single-Bore Design Variation)

6.4.6.1 Summary of Impacts

This section summarizes the potential temporary and permanent economic effects of the Freeway Tunnel Alternative single-bore design variation. The improvements and services included in the Freeway Tunnel Alternative single-bore design variation are located in the following cities and neighborhood in the study area:

- Alhambra
- Irwindale
- Pasadena
- El Sereno
- Monterey Park
- South Pasadena

No physical improvements under the Freeway Tunnel Alternative single-bore design variation would occur in the following cities, communities, and neighborhoods in the study area and, therefore, are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-6 (provided earlier in Chapter 2, Project Description), the Freeway Tunnel Alternative single-bore design variation includes the following features:

- **At-Grade Freeway Segment (North Portal):** This segment extends from I-210 to south of Green Street in Pasadena. The freeway is at-grade on this segment to accommodate the interchange between the northern end of the I-710 extension and I-210. This freeway segment would be at-grade and visible during both construction and operation of this segment.
- **Cut-and-Cover Tunnel Segment (North Portal):** This segment extends from south of Green Street to north of California Boulevard in Pasadena. This segment of the freeway would be constructed using a cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the north and the bored tunnel segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal south of Green Street.
- **Bored Tunnel Segment:** This segment extends from north of California Boulevard in Pasadena south to north of Valley Boulevard in Alhambra/El Sereno. There would be no surface features along this freeway tunnel segment.
- **Cut-and-Cover Tunnel Segment (South Portal):** This segment extends from north of Valley Boulevard to north of Hellman Avenue in Alhambra/El Sereno. This tunnel would be constructed using the cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the south and the bored tunnel segment to the north, and the on- and off-ramps that would be reconstructed at Valley Boulevard. The cut-and-cover tunnel construction would be visible during construction, but the only surface features on this segment after the completion of construction would be the tunnel portal north of Hellman Avenue and the partial interchange at Valley Boulevard.
- **At-Grade Freeway Segment (South Portal):** This segment extends from I-210 north of Hellman Avenue south to the interchange with I-10 in Alhambra/El Sereno. The freeway is at-grade on this segment to accommodate the interchange between the southern end of the I-710 extension and I-10. This freeway segment would be at-grade and visible during both construction and operation of this segment.

The analysis of the potential effects of the Freeway Tunnel Alternative single-bore design variation related to economics focuses on the features of the single-bore design variation (i.e., the portals at the north and south end of the freeway tunnel segment, the at-grade freeway segments, and the tunnel segments constructed using the cut-and-cover construction method) because those features could potentially result in economic impacts in the study area cities, communities, and neighborhoods.

Although the single-bore design variation of the Freeway Tunnel Alternative would result in improvements in the City of Monterey Park, all such improvements would be constructed within the existing public ROW. As a result, the single-bore design variation of the Freeway Tunnel Alternative would not require any property acquisition and would not result in any business displacements, sales or property tax revenue losses, or parking losses in the City of Monterey Park. Therefore, the single-bore design variation of the Freeway Tunnel Alternative would not result in any temporary or permanent economic effects on the City of Monterey Park.

In addition to the economic impacts described below, the Freeway Tunnel Alternative single-bore design variation would also result in the economic impacts that would occur under the TSM/TDM Alternative as described earlier in Section 6.4.3. Note that Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road) would not occur under the single-bore design variation of the Freeway Tunnel Alternative. Therefore, no economic impacts associated with Other Road Improvement T-1 (1 business displacement, 6 employee displacements, \$1,939 in annual sales tax revenue losses, and the permanent loss of 135 parking stalls in El Sereno) would occur under the single-bore design variation of the Freeway Tunnel Alternative .

Temporary Impacts

- **Construction Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the Freeway Tunnel Alternative single-bore design variation is estimated to result in 41,100 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, which would generate a total of \$1.9 billion (in 2010 dollars) in employment earnings under both operational variations. These construction employment estimates are the result of the TSM/TDM Alternative improvements associated with the single-bore design variation of the Freeway Tunnel Alternative and the Freeway Tunnel Alternative single-bore design variation improvements.
- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would result in the temporary loss of 17 parking spaces on the Green Street Bridge over I-210 in the City of Pasadena while the bridge is being reconstructed. Once the bridge is reconstructed, all 17 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Long-Term Employment:** In addition to the long-term operating expenses for road and transit improvements in the TSM/TDM Alternative that are included in the Freeway Tunnel Alternative, the majority of the additional operating expenses for the Freeway Tunnel Alternative single-bore design variation improvements will be for personnel, equipment, and facilities to support the operation, maintenance, and repair of the new freeway facilities. It is anticipated that the

operation and maintenance of those improvements would be conducted as part of the ongoing Caltrans operation and maintenance activities for the freeway system in Los Angeles County. Because the Freeway Tunnel Alternative would increase the freeway facilities (e.g., travel lanes, freeway-to-freeway interchanges, shoulders, medians, signing, lighting) in the overall freeway system, this Build Alternative would result in a modest increase in Caltrans freeway-related operating costs. If the freeway facility is tolled, that option would result in increased staffing and facility-related operations costs.

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements included in the Freeway Tunnel Alternative single-bore design variation is 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, which would generate a total of \$28.6 million or \$32.1 million (in 2010 dollars), respectively, per year in employment earnings over the life of the improvements from the TSM/TDM Alternative improvements associated with the single-bore design variation of the Freeway Tunnel Alternative and the Freeway Tunnel Alternative single-bore design variation improvements.

- Business Displacements:** As described in Section 6.3.6.1, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of two businesses in the City of Alhambra and the neighborhood of El Sereno, resulting in the total displacement of 35 jobs. Table 6.4.6 shows the estimated number of jobs that could be displaced as a result of the Freeway Tunnel Alternative single-bore design variation in each of the jurisdictions in which property acquisitions would occur, along with the percentage of each affected jurisdiction’s primary jobs that could be displaced.

TABLE 6.4.6:

Employment Impacts for the Freeway Tunnel Alternative Single-Bore Design Variation

Jurisdiction	Relocated Jobs	2011 Primary Jobs	Relocated Jobs as Percentage of 2011 Primary Jobs
Alhambra	5	23,046	0.02%
El Sereno ¹	30	5,453	0.55%
TOTAL	35	–	–

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

¹ El Sereno is a neighborhood in the City of Los Angeles.

- Property Tax Losses:** As described in Section 6.3.6.1, the Freeway Tunnel Alternative single-bore design variation would result in three partial parcel acquisitions and three full parcel acquisitions in the study area, which would result in property tax revenue losses for the Cities of Alhambra, Los Angeles, Rosemead, San Gabriel, and South Pasadena. Table 6.4.7 shows the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions would occur under the Freeway Tunnel Alternative single-bore design variation along with the percentage of the property tax revenue collected and distributed to each jurisdiction’s General Fund in FY 2012–2013. The parcel acquisitions under the Freeway Tunnel Alternative single-bore design variation would result in a total loss of an estimated \$1,042 in annual property tax revenue. This analysis includes the property taxes/losses associated with the TSM/TDM Alternative improvements included in the single-bore design variation of the Freeway Tunnel Alternative.

TABLE 6.4.7:
Property Tax Losses for the Freeway Tunnel Alternative Single-Bore Design Variation

Jurisdiction	Assessed Value of Acquisitions	Estimated Property Tax Loss to Jurisdiction	Estimated Percent of Property Tax Loss as a Percentage of the General Fund Property Tax Revenue
Alhambra	\$598,988	\$673	<0.01%
City of Los Angeles ¹	\$32,774	\$76	<0.01%
Rosemead	\$3,646	\$2	<0.01%
San Gabriel	\$59,310	\$58	<0.01%
South Pasadena	\$103,578	\$233	<0.01%
Total Estimated Property Tax Loss	–	\$1,042	–

Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

Note: Analysis includes property tax losses associated with the TSM/TDM Alternative improvements included in the Freeway Tunnel Alternative.

¹ Property tax losses associated with acquisitions in the El Sereno neighborhood in the City of Los Angeles.

- **Sales Tax Losses:** As described in Section 6.3.6.1, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of two businesses in the Cities of Alhambra and Los Angeles. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), neither of the two businesses generates sales tax. Therefore, their displacement would not result in the loss of sales tax revenue for the Cities of Alhambra and Los Angeles.
- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces.

6.4.6.2 Los Angeles County and SCAG Region

Construction Employment

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the Freeway Tunnel Alternative single-bore design variation is estimated to require \$3.15 billion in capital expenditures (excluding ROW acquisition costs) in 2013 dollars. Assuming the Freeway Tunnel Alternative single-bore design variation would require a 5-year construction period, the operational variation that includes trucks and tolls would be estimated to result in 41,100 person-year jobs, and the operational variation that includes trucks, tolls, and express buses would be estimated to result in 41,000 person-year jobs. Both operational variations would generate a total of \$1.9 billion (in 2010) dollars in employment earnings.

Long-Term Employment

Operation and maintenance of the improvements included in the single-bore design variation of the Freeway Tunnel Alternative is 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, which would generate a total of \$28.6 million or \$32.1 million (in 2010 dollars), respectively, per year in employment earnings over the life of the improvements.

6.4.6.3 Alhambra

Temporary Impacts

- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of Alhambra.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.6.2, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of one business in the City of Alhambra, resulting in the displacement of five jobs or approximately 0.02 percent of Alhambra's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.6.2, the Freeway Tunnel Alternative single-bore design variation would result in one partial parcel acquisition and one full parcel acquisition in the City of Alhambra, which would result in property tax revenue losses for the City of Alhambra. The partial and full parcel acquisitions under the Freeway Tunnel Alternative single-bore design variation would result in the loss of an estimated \$673 in annual property tax revenue to the City of Alhambra, which is approximately 0.01 percent of the property tax revenue collected and distributed to the City of Alhambra General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.6.2, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of one business in Alhambra. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this business does not generate sales tax; therefore, its displacement would not result in the loss of sales tax revenue for the City of Alhambra.
- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Alhambra.

6.4.6.4 El Sereno

Temporary Impacts

- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.6.3, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of one business in the neighborhood of El Sereno in the City of Los Angeles, resulting in the displacement of 30 jobs or approximately 0.55 percent of El Sereno's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.6.3, the Freeway Tunnel Alternative single-bore design variation would result in two partial parcel acquisitions and two full parcel acquisitions in the El Sereno neighborhood, which would result in property tax revenue losses for the City of Los Angeles. The partial and full parcel acquisitions under the Freeway Tunnel Alternative single-bore design variation would result in the loss of an estimated \$76 in annual property tax revenue to the City of Los Angeles, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Los Angeles General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.6.3, the Freeway Tunnel Alternative single-bore design variation would result in the relocation of one business in the neighborhood of El Sereno in the City of Los Angeles. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this business does not generate sales tax; therefore, its displacement would not result in the loss of sales tax revenue for the City of Los Angeles.

- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

6.4.6.5 Irwindale

Temporary Impacts

- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of Irwindale.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.6.4, the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of Irwindale.
- **Property Tax Losses:** As described in Section 6.3.6.4, the Freeway Tunnel Alternative single-bore design variation would not result in any partial or full parcel acquisitions in the City of Irwindale. Therefore, the Freeway Tunnel Alternative single-bore design variation would not result in property tax revenue losses for the City of Irwindale.
- **Sales Tax Losses:** Because the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of Irwindale, no losses in sales tax revenue to the City of Irwindale would occur.
- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Irwindale.

6.4.6.6 Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would result in the temporary loss of 17 parking spaces on the westbound side of the Green Street Bridge over I-210 in the City of Pasadena. Once the bridge is reconstructed, all 17 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.6.5, the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of Pasadena.
- **Property Tax Losses:** As described in Section 6.3.6.5, the Freeway Tunnel Alternative single-bore design variation would not result in any partial or full parcel acquisitions in the City of Pasadena. Therefore, the Freeway Tunnel Alternative single-bore design variation would not result in property tax revenue losses for the City of Pasadena.
- **Sales Tax Losses:** Because the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of Pasadena, no losses in sales tax revenue to the City of Pasadena would occur.
- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Pasadena.

6.4.6.7 Rosemead

Permanent Impacts

- **Property Tax Losses:** Because the single-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the single-bore design variation of the Freeway Tunnel Alternative would also result in parcel acquisitions in Rosemead, which would result in property tax revenue losses for the City of Rosemead. The parcel acquisitions under the single-bore design variation of the Freeway Tunnel Alternative would result in the loss of an estimated \$2 in annual property tax revenue to the City of Rosemead, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Rosemead General Fund in FY 2012–2013.

6.4.6.8 San Gabriel

Permanent Impacts

- **Property Tax Losses:** Because the single-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the single-bore design variation of the Freeway Tunnel Alternative would also result in parcel acquisitions in San Gabriel, which would result in property tax revenue losses for the City of San Gabriel. The parcel acquisitions under the Freeway Tunnel Alternative Single-Bore Design Variation Alternative would result in the loss of an estimated \$58 in annual property tax revenue to the City of San Gabriel, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of San Gabriel General Fund in FY 2012–2013.

6.4.6.9 South Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the single-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of South Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.6.6, the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of South Pasadena.
- **Property Tax Losses:** Because the single-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the single-bore design variation of the Freeway Tunnel Alternative would also result in parcel acquisitions in South Pasadena, which would result in property tax revenue losses for the City of South Pasadena. The parcel acquisitions under the single-bore design variation of the Freeway Tunnel Alternative would result in the loss of an estimated \$233 in annual property tax revenue to the City of South

Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of South Pasadena General Fund in FY 2012–2013.

- **Sales Tax Losses:** Because the Freeway Tunnel Alternative single-bore design variation would not result in the relocation of businesses in the City of South Pasadena, no losses in sales tax revenue to the City of South Pasadena would occur.
- **Parking Losses:** The single-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of South Pasadena.

6.4.7 Freeway Tunnel Alternative (Dual-Bore Design Variation)

6.4.7.1 Summary of Impacts

This section summarizes the potential temporary and permanent economic effects of the Freeway Tunnel Alternative dual-bore design variation. The improvements and services included in the Freeway Tunnel Alternative dual-bore design variation are located in the following cities and neighborhood in the study area:

- Alhambra
- El Sereno
- Irwindale¹
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the Freeway Tunnel Alternative dual-bore design variation would occur in the following cities, communities, and neighborhoods in the study area and, therefore, are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-6 (provided earlier in Chapter 2, Project Description), the Freeway Tunnel Alternative dual-bore design variation includes the following features:

- **At-Grade Freeway Segment (North Portal):** This segment extends from I-210 to south of Green Street in Pasadena. The freeway is at-grade on this segment to accommodate the interchange between the northern end of the I-710 extension and I-210. This freeway segment would be at-grade and visible during both construction and operation of this segment.

¹ Although no improvements would be constructed in the City of Irwindale under the Freeway Tunnel Alternative dual-bore design variation, two gravel quarries in the City of Irwindale have been identified as potential receiving sites for the spoils generated by tunnel boring activities under the Freeway Tunnel Alternative dual-bore design variation.

- **Cut-and-Cover Tunnel Segment (North Portal):** This segment extends from south of Green Street to north of California Boulevard in Pasadena. This segment of the freeway would be constructed using a cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the north and the bored tunnel segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal south of Green Street.
- **Bored Tunnel Segment:** This segment extends from north of California Boulevard in Pasadena south to north of Valley Boulevard in Alhambra/El Sereno. There would be no surface features along this freeway tunnel segment.
- **Cut-and-Cover Tunnel Segment (South Portal):** This segment extends from north of Valley Boulevard to north of Hellman Avenue in Alhambra/El Sereno. This tunnel would be constructed using the cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the south and the bored tunnel segment to the north, and the on- and off-ramps that would be reconstructed at Valley Boulevard. The cut-and-cover tunnel construction would be visible during construction, but the only surface features on this segment after the completion of construction would be the tunnel portal north of Hellman Avenue and the partial interchange at Valley Boulevard.
- **At-Grade Freeway Segment (South Portal):** This segment extends from I-210 north of Hellman Avenue south to the interchange with I-10 in Alhambra/El Sereno. The freeway is at-grade on this segment to accommodate the interchange between the southern end of the I-710 extension and I-10. This freeway segment would be at-grade and visible during both construction and operation of this segment.

The analysis of the potential effects of the Freeway Tunnel Alternative dual-bore design variation related to economics focuses on the features of the dual-bore design variation (i.e., the portals at the north and south end of the freeway tunnel segment, the at-grade freeway segments, and the tunnel segments constructed using the cut-and-cover construction method) because those features could potentially result in economic impacts in the study area cities, communities, and neighborhoods.

Although the dual-bore design variation of the Freeway Tunnel Alternative would result in improvements in the City of Monterey Park, all such improvements would be constructed within the existing public ROW. As a result, the dual-bore design variation of the Freeway Tunnel Alternative would not require any property acquisition and would not result in any business displacements, sales or property tax revenue losses, or parking losses in the City of Monterey Park. Therefore, the dual-bore design variation of the Freeway Tunnel Alternative would not result in any temporary or permanent economic effects on the City of Monterey Park.

In addition to the economic impacts described below, the Freeway Tunnel Alternative dual-bore design variation would also result in the economic impacts that would occur under the TSM/TDM Alternative as described earlier in Section 6.4.3. Note that Other Road Improvement T-1 (Valley Boulevard to Mission Road Connector Road) would not occur under the dual-bore design variation of the Freeway Tunnel Alternative. Therefore, no economic impacts associated with Other Road Improvement T-1 (1 business displacement, 6 employee displacements, \$1,939 in annual sales tax

revenue losses, and the permanent loss of 135 parking stalls in El Sereno) would occur under the dual-bore design variation of the Freeway Tunnel Alternative.

Temporary Impacts

- **Construction Employment:** According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the Freeway Tunnel Alternative dual-bore design variation is estimated to result in 73,700 person-year jobs for the operational variation that includes trucks and tolls as well as the operational variation that includes trucks but no tolls. Both operational variations would generate a total of \$3.5 billion (in 2010 dollars) in employment earnings. These construction employment estimates are the result of the TSM/TDM Alternative improvements associated with the dual-bore design variation of the Freeway Tunnel Alternative and the Freeway Tunnel Alternative dual-bore design variation improvements.
- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would result in the temporary loss of 17 parking spaces on the Green Street Bridge over I-210 in the City of Pasadena while the bridge is being reconstructed. Once the bridge is reconstructed, all 17 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Long-Term Employment:** In addition to the long-term operating expenses for road and transit improvements in the TSM/TDM Alternative that are included in the Freeway Tunnel Alternative, the majority of the additional operating expenses for the Freeway Tunnel Alternative dual-bore design variation improvements will be for personnel, equipment, and facilities to support the operation, maintenance, and repair of the new freeway facilities. It is anticipated that the operation and maintenance of those improvements would be conducted as part of ongoing Caltrans operation and maintenance activities for the freeway system in Los Angeles County. Because the Freeway Tunnel Alternative dual-bore design variation would increase the freeway facilities (travel lanes, freeway to freeway interchanges, shoulders, medians, signing, lighting) in the overall freeway system, this Build Alternative would result in a modest increase in Caltrans freeway-related operating costs. According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), operation and maintenance of the improvements included in the Freeway Tunnel Alternative dual-bore design variation is 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, which would generate a total of \$41.2 million or \$33.5 million (in 2010 dollars), respectively, per year in employment earnings over the life of the improvements from the TSM/TDM Alternative improvements associated with the dual-bore design variation of the Freeway Tunnel Alternative and the Freeway Tunnel Alternative dual-bore design variation improvements.
- **Business Displacements:** As described in Section 6.3.7.1, the Freeway Tunnel Alternative dual-bore design variation would result in the relocation of two businesses in the City of Alhambra and the neighborhood of El Sereno, resulting in the displacement of 35 jobs. Table 6.4.8 shows the estimated number of jobs that could be displaced by the Freeway Tunnel Alternative dual-bore design variation in each of the jurisdictions in which property acquisitions would occur under the Freeway Tunnel Alternative dual-bore design variation along with the percentage

TABLE 6.4.8:

Employment Impacts for the Freeway Tunnel Alternative Dual-Bore Design Variation

Jurisdiction	Relocated Jobs	2011 Primary Jobs	Relocated Jobs as Percentage of 2011 Primary Jobs
Alhambra	5	23,046	0.02%
El Sereno ¹	30	5,453	0.55%
TOTAL	35	–	–

 Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

¹ El Sereno is a neighborhood in the City of Los Angeles.

of each affected jurisdiction's primary jobs that could be displaced as a result of the Freeway Tunnel Alternative dual-bore design variation.

- Property Tax Losses:** As described in Section 6.3.7.1, the Freeway Tunnel Alternative dual-bore design variation would result in four partial parcel acquisitions and three full parcel acquisitions in the study area, which would result in property tax revenue losses for the Cities of Alhambra, Los Angeles, Rosemead, San Gabriel, and South Pasadena. Table 6.4.9 shows the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions would occur under the Freeway Tunnel Alternative dual-bore design variation along with the percentage of the property tax revenue collected and distributed to each jurisdiction's General Fund in FY 2012–2013. The partial and full parcel acquisitions under the Freeway Tunnel Alternative dual-bore design variation would result in a total loss of an estimated \$1,042 in annual property tax revenue. This analysis includes the property taxes/losses associated with the TSM/TDM Alternative improvements included in the Freeway Tunnel Alternative dual-bore design variation.

TABLE 6.4.9:

Property Tax Losses for the Freeway Tunnel Alternative Dual-Bore Design Variation

Jurisdiction	Assessed Value of Acquisitions	Estimated Property Tax Loss to Jurisdiction	Estimated Percent of Property Tax Loss as a Percentage of the General Fund Property Tax Revenue
Alhambra	\$598,980	\$673	<0.01%
City of Los Angeles ¹	\$32,774	\$76	≤0.01%
Rosemead	\$3,646	\$2	<0.01%
San Gabriel	\$59,310	\$58	<0.01%
South Pasadena	\$103,578	\$233	<0.01%
Total Estimated Property Tax Loss	–	\$1,042	–

 Source: *Economic and Fiscal Impacts Evaluation* (Appendix C).

Note: Analysis includes property tax losses associated with the TSM/TDM Alternative improvements included in the Freeway Tunnel Alternative.

¹ Property tax losses associated with acquisitions in the El Sereno neighborhood in the City of Los Angeles.

TSM/TDM = Transportation System Management/Transportation Demand Management

- Sales Tax Losses:** As described in Section 6.3.7.1, the Freeway Tunnel Alternative dual-bore design variation would result in the relocation of two businesses in the Cities of Alhambra and Los Angeles. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), neither of the two businesses generate sales tax; therefore, their displacement would not result in the loss of sales tax revenue for the Cities of Alhambra and Los Angeles.
- Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces.

6.4.7.2 Los Angeles County and SCAG Region

Construction Employment

According to the *Economic and Fiscal Impacts Evaluation* (Appendix C), construction of the Freeway Tunnel Alternative dual-bore design variation is estimated to require \$5.7 billion in capital expenditures (excluding ROW acquisition costs) in 2010 dollars. Assuming the Freeway Tunnel Alternative dual-bore design variation would require a 5-year construction period, both the operational variation that includes trucks and tolls and the operational variation that includes trucks but no tolls would be estimated to result in 73,700 person-year jobs. Both operational variations would generate a total of \$3.5 billion (in 2010 dollars) in employment earnings.

Long-Term Employment

Operation and maintenance of the improvements included in the single-bore design variation of the Freeway Tunnel Alternative is 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, which would generate a total of \$41.2 million or \$33.5 million (in 2010 dollars), respectively, per year in employment earnings over the life of the improvements.

6.4.7.3 Alhambra

Temporary Impacts

- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of Alhambra.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.7.2, the Freeway Tunnel Alternative dual-bore design variation would result in the relocation of one business in Alhambra, resulting in the displacement of five jobs or approximately 0.02 percent of the City of Alhambra's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.7.2, the Freeway Tunnel Alternative dual-bore design variation would result in one partial parcel and one full parcel acquisition in the City of Alhambra, which would result in property tax revenue losses for the City of Alhambra. The partial and full parcel acquisitions under the Freeway Tunnel Alternative dual-bore design variation would result in the loss of an estimated \$673 in annual property tax revenue to the City of Alhambra, which is approximately 0.01 percent of the property tax revenue collected and distributed to the City of Alhambra General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.7.2, the Freeway Tunnel Alternative dual-bore design variation would result in the relocation of one business in the City of Alhambra. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this business does not generate sales tax; therefore, its displacement would not result in the loss of sales tax revenue for the City of Alhambra.
- **Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Alhambra.

6.4.7.4 El Sereno

Temporary Impacts

- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.7.3, the dual-bore design variation of the Freeway Tunnel Alternative would result in the relocation of one business in El Sereno, resulting in the displacement of 30 jobs, or approximately 0.55 percent of El Sereno's primary jobs in 2011.
- **Property Tax Losses:** As described in Section 6.3.7.3, the Freeway Tunnel Alternative dual-bore design variation would result in three partial parcel acquisitions and two full parcel acquisitions in the El Sereno neighborhood in the City of Los Angeles, which would result in property tax revenue losses for the City of Los Angeles. The partial and full parcel acquisitions under the Freeway Tunnel Alternative dual-bore design variation would result in the loss of an estimated \$76 in annual property tax revenue to the City of Los Angeles, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Los Angeles General Fund in FY 2012–2013.
- **Sales Tax Losses:** As described in Section 6.3.7.3, the Freeway Tunnel Alternative dual-bore design variation would result in the relocation of one business in the El Sereno neighborhood of the City of Los Angeles. As discussed in the *Economic and Fiscal Impacts Evaluation* (Appendix C), this business does not generate sales tax; therefore, its displacement would not result in the loss of sales tax revenue for the City of Los Angeles.
- **Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the El Sereno neighborhood in the City of Los Angeles.

6.4.7.5 Irwindale

Temporary Impacts

- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of Irwindale.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.7.4, the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of Irwindale.
- **Property Tax Losses:** As described in Section 6.3.7.4, the Freeway Tunnel Alternative dual-bore design variation would not result in any partial or full parcel acquisitions in the City of Irwindale; therefore, the Freeway Tunnel Alternative dual-bore design variation would not result in property tax revenue losses for the City of Irwindale.
- **Sales Tax Losses:** Because the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of Irwindale, no losses in sales tax revenue to the City of Irwindale would occur.

- **Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Irwindale.

6.4.7.6 Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would result in the temporary loss of 17 parking spaces on the westbound side of the Green Street Bridge over I-210 in the City of Pasadena. Once the bridge is reconstructed, all 17 of these parking spaces would be restored and available for use during all hours.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.7.5, the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of Pasadena.
- **Property Tax Losses:** As described in Section 6.3.7.5, the Freeway Tunnel Alternative dual-bore design variation would not result in any partial or full parcel acquisitions in the City of Pasadena; therefore, the Freeway Tunnel Alternative dual-bore design variation would not result in property tax revenue losses for the City of Pasadena.
- **Sales Tax Losses:** Because the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of Pasadena, no losses in sales tax revenue to the City of Pasadena would occur.
- **Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of Pasadena.

6.4.7.7 Rosemead

Permanent Impacts

- **Property Tax Losses:** Because the dual-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the dual-bore design variation of the Freeway Tunnel Alternative would also result in parcel acquisitions in Rosemead, which would result in property tax revenue losses for the City of Rosemead. The parcel acquisitions under the dual-bore design variation of the Freeway Tunnel Alternative would result in the loss of an estimated \$2 in annual property tax revenue to the City of Rosemead, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of Rosemead General Fund in FY 2012–2013.

6.4.7.8 San Gabriel

Permanent Impacts

- **Property Tax Losses:** Because the dual-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the dual-bore design variation of the Freeway Tunnel Alternative would also result in parcel acquisitions in San

Gabriel, which would result in property tax revenue losses for the City of San Gabriel. The parcel acquisitions under the Freeway Tunnel Alternative dual-bore design variation would result in the loss of an estimated \$58 in annual property tax revenue to the City of San Gabriel, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of San Gabriel General Fund in FY 2012–2013.

6.4.7.9 South Pasadena

Temporary Impacts

- **Parking Losses:** Construction of the dual-bore design variation of the Freeway Tunnel Alternative would not result in the temporary loss of any parking spaces in the City of South Pasadena.

Permanent Impacts

- **Business Displacements:** As described in Section 6.3.7.6, the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of South Pasadena.
- **Property Tax Losses:** Because the dual-bore design variation of the Freeway Tunnel Alternative would also include all the improvements in the TSM/TDM Alternative, with the exception of Other Road Improvements T-1 (Valley Boulevard to Mission Road Connector Road) and T-3 (St. John extension between Del Mar Boulevard and California Boulevard), the dual-bore design variation of the Freeway Tunnel Alternative would result in parcel acquisitions in South Pasadena, which would also result in property tax revenue losses for the City of South Pasadena. The parcel acquisitions under the dual-bore design variation of the Freeway Tunnel Alternative would result in the loss of an estimated \$233 in annual property tax revenue to the City of South Pasadena, which is less than 0.01 percent of the property tax revenue collected and distributed to the City of South Pasadena General Fund in FY 2012–2013.
- **Sales Tax Losses:** Because the Freeway Tunnel Alternative dual-bore design variation would not result in the relocation of businesses in the City of South Pasadena, no losses in sales tax revenue to the City of South Pasadena would occur.
- **Parking Losses:** The dual-bore design variation of the Freeway Tunnel Alternative would not result in the permanent loss of any parking spaces in the City of South Pasadena.

6.5 Community Facilities, Services, and Utilities

6.5.1 Impact Assessment Methodology

Chapter 5, Community Profiles, identified community and utility facilities within the overall study area. The analyses in this section focus on the potential for direct and/or indirect impacts on community and utility facilities within approximately 0.5 mi of physical improvements in the SR 710 North Study Build Alternatives. Because community facilities within approximately 500 ft of physical improvements are more likely to be directly and/or indirectly affected by the SR 710 North Study Build Alternatives, the potential impacts on such facilities are analyzed on an individual basis. 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 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. Some community facilities are not sensitive for certain impacts (e.g., air quality or noise), so those types of potential impacts are not discussed for those community facilities.

6.5.2 No Build Alternative

The No Build Alternative does not include the construction or operation of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in any short-term effects related to utilities and emergency response providers, nor would it result in property acquisition or indirect effects on community facilities and services. However, the No Build Alternative would not provide improvements to the transit, transportation, and circulation systems. As a result, it could adversely impact community facilities in the future if traffic congestion increases to a level where patrons of those facilities seek out other locations to conduct those activities. Increased traffic congestion in the long term could also affect the ability of emergency services providers (fire, police, and paramedics) to meet their desired response times. In the long term, the No Build Alternative could reduce the effectiveness of community facilities and services to meet the needs of residents and businesses in the affected cities and communities.

6.5.3 Transportation System Management/Transportation Demand Management Alternative

6.5.3.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the TSM/TDM Alternative related to community facilities, services, and utilities. The improvements and services included in the TSM/TDM Alternative are located within the following cities and neighborhoods in the study area:

- Alhambra
- Eagle Rock
- El Sereno
- Glassell Park
- Pasadena
- Rosemead
- San Gabriel
- San Marino
- South Pasadena

No physical improvements under the TSM/TDM Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- East Los Angeles
- El Monte
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Monterey Park
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

Temporary Impacts

Utilities

The TSM/TDM Alternative would affect various underground and overhead utilities, which would require relocation. Utilities that have the potential to be affected during construction of the TSM/TDM Alternative are listed in Table 6.5.1 by utility provider and by the city, community, or neighborhood in which they are located. (The tables and figures cited in this section are provided following the last page of text in this section.)

As shown in Table 6.5.1, the TSM/TDM Alternative would require the relocation of electric utilities in Alhambra, Eagle Rock, El Sereno, Rosemead, San Gabriel, and South Pasadena, the relocation of telecommunications facilities in Alhambra, Eagle Rock, El Sereno, Pasadena, Rosemead, San Gabriel, and South Pasadena, and the protection in place of water and sewer utilities in Alhambra.

Emergency Service Providers

During construction of the TSM/TDM Alternative improvements, some impairment to the delivery of emergency services, including fire and police response times, may occur as a result of the lane restrictions described in Section 6.3.3.1 of this CIA.

There are 25 areas in Alhambra, Eagle Rock, El Sereno, Glassell Park, Pasadena, Rosemead, San Gabriel, San Marino, South Pasadena, and the Unincorporated San Gabriel Valley Communities where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. As described in Section 6.3.3.1, construction activities associated with the improvements under the TSM/TDM Alternative would result in minor delays for the traveling public (5 minutes or less). Emergency service providers, including the local fire and police departments, could experience these travel delays when traveling to/from emergency scenes while lane restrictions are in effect.

The TMP for the SR 710 North Study would be developed with input from the following emergency responders with respect to the TSM/TDM Alternative improvements within their respective jurisdictions:

- Alhambra Police Department
- Alhambra Fire Department
- Los Angeles County Sheriff's Department
- Los Angeles County Fire Department
- Los Angeles Police Department
- Los Angeles Fire Department
- Pasadena Police Department
- Pasadena Fire Department
- San Gabriel Police Department
- San Gabriel Fire Department
- San Marino Police Department
- San Marino Fire Department
- South Pasadena Police Department
- South Pasadena Fire Department

The TMP would require the contractor to coordinate all temporary lane restrictions with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times. In addition, when and where feasible, alternate emergency response routes would be identified to direct emergency responders around construction zones.

Community Facilities and Services

Based on their distance from the nearest construction of any TSM/TDM Alternative improvements, the operation of those improvements, and the presence of intervening land uses, none of the community facilities that are more than 500 ft from the physical improvements included in the TSM/TDM Alternative would experience temporary construction or long-term operational air quality or noise effects under the TSM/TDM Alternative. In addition, none of the community facilities that are more than 500 ft from the physical improvements included in the TSM/TDM Alternative would experience temporary construction or long-term operational parking effects or would be acquired, relocated, or subject to TCEs under the TSM/TDM Alternative. Further, because the local streets that provide access to the community facilities more than 500 ft from the physical improvements included in the TSM/TDM Alternative are not expected to be used by construction traffic during construction of those improvements or by traffic during operation of those improvements, such facilities would not experience temporary construction or long-term operational traffic and transportation effects under the TSM/TDM Alternative. In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities that are more than 500 ft from the physical improvements included in the TSM/TDM Alternative.

Because the community facilities within 500 ft of the physical improvements included in the TSM/TDM Alternative are more likely to be subject to direct or indirect impacts related to noise,

access, parking, and relocation, such facilities are analyzed individually in the discussion included under each city or neighborhood in this section.

Table 6.5-2 provides detailed analyses of the potential temporary and permanent impacts of the TSM/TDM Alternative on community facilities. Figure 6.5-1 (which has four sheets) shows the locations of community services and facilities within 0.5 mi of the improvements in the TSM/TDM Alternative. Figure 6.5-2 (which has four sheets) shows the locations of schools, parks, and recreation facilities within 0.5 mi of the improvements in the TSM/TDM Alternative.

The temporary impacts of the TSM/TDM Alternative improvements on community facilities are summarized briefly below, and the permanent impacts are summarized in the following section.

- **Temporary Use of Land from a Community Facility for a TCE:** The TSM/TDM Alternative would require the use of 0.02 ac of land at the San Gabriel Police Station in the City of San Gabriel for a TCE during construction of the TSM/TDM Alternative improvements in the vicinity of this facility.
- **Short-Term Air Quality Effects on Community Facilities:** The following community facilities could experience short-term air quality effects during construction of the TSM/TDM Alternative improvements that would be substantially reduced based on compliance with South Coast Air Quality Management District (SCAQMD) requirements related to dust control and equipment emissions:
 - Fremont Elementary School and Gateway Plaza Park (City of Alhambra)
 - California Academy for Liberal Studies and Early College High School, Richard Alatorre Park, and Eagle Rock Recreation Center (Eagle Rock neighborhood)
 - El Sereno Arroyo Playground (El Sereno neighborhood)
 - Occidental United Presbyterian Church and Montessori Children’s World (Glassell Park neighborhood)
 - Blair High School, Maranatha High School, Sequoyah School, Allendale Park, and Singer Park (City of Pasadena)
 - Rosemead Korean Seventh Day Adventist Church, American Asian Pacific Ministries, and Rosemead High School (City of Rosemead)
 - San Gabriel Library, Saint Anthony’s Catholic Church, and Saint Anthony School (City of San Gabriel)
 - Saint Edmund’s Episcopal Church, Saints Felicitas and Perpetua Church, Carver Elementary School, Saints Felicitas and Perpetua Elementary School, and San Marino Recreation Department (City of San Marino)
 - Almansor Academy, Saint James Parish Day School, and War Memorial Park (City of South Pasadena)
- **Short-Term Noise Effects on Community Facilities:** The following community facilities could experience short-term noise level increases during construction. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards, while

construction activities outside of State ROW would be limited to the hours set forth in the municipal noise ordinance applicable to the area in which the improvements would be constructed.

- Fremont Elementary School and Gateway Plaza Park (City of Alhambra)
- California Academy for Liberal Studies and Early College High School, Richard Alatorre Park, and Eagle Rock Recreation Center (Eagle Rock neighborhood)
- El Sereno Arroyo Playground (El Sereno neighborhood)
- Occidental United Presbyterian Church and Montessori Children’s World (Glassell Park neighborhood)
- Blair High School, Maranatha High School, Sequoyah School, Allendale Park, and Singer Park (City of Pasadena)
- Rosemead Korean Seventh Day Adventist Church, American Asian Pacific Ministries, and Rosemead High School (City of Rosemead)
- San Gabriel Library, Saint Anthony’s Catholic Church, Saint Anthony School (City of San Gabriel)
- Saint Edmund’s Episcopal Church, Saints Felicitas and Perpetua Church, Carver Elementary School, Saints Felicitas and Perpetua Elementary School, and San Marino Recreation Department (City of San Marino)
- Almansor Academy, Saint James Parish Day School, and War Memorial Park (City of South Pasadena)
- **Short-Term Traffic/Access Effects on Community Facilities:** The following community facilities could experience short-term traffic effects during construction that would be substantially mitigated based on implementation of a TMP and maintenance of access to these facilities during construction in the vicinity of these facilities:
 - Fire Station No. 74, Fremont Elementary School, and Gateway Plaza Park (City of Alhambra)
 - Fire Stations No. 42 and 55, California Academy for Liberal Studies and Early College High School, American Montessori Preschool & Elementary, Richard Alatorre Park, and Eagle Rock Recreation Center (Eagle Rock neighborhood)
 - El Sereno Arroyo Playground (El Sereno neighborhood)
 - Occidental United Presbyterian Church and Montessori Children’s World (Glassell Park neighborhood)
 - Maranatha High School, Sequoyah School, Allendale Park, and Singer Park (City of Pasadena)
 - Rosemead Korean Seventh Day Adventist Church, American Asian Pacific Ministries, and Rosemead High School (City of Rosemead)
 - San Gabriel Police Station and San Gabriel Library (City of San Gabriel)

- San Marino Police Department, San Marino Fire Department, San Marino City Hall, Saint Edmund’s Episcopal Church, Saints Felicitas and Perpetua Church, Carver Elementary School, Saints Felicitas and Perpetua Elementary School, and San Marino Recreation Department (City of San Marino)
- South Pasadena Police Department, South Pasadena Fire Department, South Pasadena High School, Almansor Academy, Saint James Parish Day School, and War Memorial Park (City of South Pasadena)
- **Temporary Effects on Parking at Community Facilities:** The TSM/TDM Alternative improvements would not require the temporary use of parking spaces from any community facilities.

Permanent Impacts

Utilities

As described earlier, the TSM/TDM Alternative improvements would require the relocation or protection in place of existing utility facilities within the footprints of those improvements. The operation of the TSM/TDM Alternative improvements would not result in additional effects to those utility facilities.

Emergency Service Providers

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the TSM/TDM Alternative improvements. The TSM/TDM Alternative improvements would result in permanent changes in access for motorists in Alhambra, Eagle Rock, Pasadena, San Gabriel and South Pasadena. Although these improvements would modify access to certain areas, local emergency service providers would be able to respond to calls for service in the affected areas by utilizing alternate routes.

The increased bus service included as part of the TSM/TDM Alternative could result in a minor increase in the number of traffic collisions and other safety risks associated with additional bus service. However, all buses would comply with all safety requirements established for mass transit buses, would operate in accordance with adopted safety and security procedures, and would obey all existing traffic laws, including those that relate to emergency response vehicles. Although operation of the TSM/TDM Alternative improvements and related bus service enhancements may result in an increase in the number of calls for emergency services in the study area, any increase in calls for service would be minor and would not exceed the existing response capacity of local emergency service providers. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the study area.

Community Facilities and Services

As discussed earlier, Table 6.5.2 provides detailed analyses of the potential permanent impacts of the TSM/TDM Alternative on community facilities. The permanent impacts of the TSM/TDM Alternative improvements on community facilities are summarized briefly below:

- **Permanent Acquisition of Land from a Community Facility:** The TSM/TDM Alternative improvements would require the permanent acquisition of 0.03 ac of land from the San Gabriel Police Station in the City of San Gabriel.
- **Permanent Easement at a Community Facility:** The TSM/TDM Alternative improvements would not require any permanent easements at community facilities.
- **Long-Term Air Quality Effects on Community Facilities:** In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and greenhouse gas (GHG) emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced Mobile Source Air Toxics (MSAT) emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on community facilities in the study area.
- **Long-Term Noise Effects on Community Facilities:** The following community facilities could experience permanent noise level increases during operation of the TSM/TDM Alternative. Although most of these community facilities are anticipated to experience permanent noise level increases that would be barely perceptible to the human ear, five of these facilities (El Sereno Arroyo Playground, Blair High School, Maranatha High School, Sequoyah School, and Allendale Park) would experience noticeable differences in noise levels. However, because none of the schools anticipated to experience perceptible noise level increases appear to engage in noise-sensitive outdoor activities on a routine basis or appear to require opening windows for ventilation in lieu of air conditioning, and because neither of the parks anticipated to experience perceptible noise level increases are noise-sensitive passive use parks, the permanent noise level increases under the TSM/TDM Alternative would not affect their ability to serve the community.
 - Fremont Elementary School and Gateway Plaza Park (City of Alhambra)
 - California Academy for Liberal Studies and Early College High School, Richard Alatorre Park, and Eagle Rock Recreation Center (Eagle Rock neighborhood)
 - El Sereno Arroyo Playground (El Sereno neighborhood)
 - Occidental United Presbyterian Church and Montessori Children’s World (Glassell Park neighborhood)
 - Blair High School, Maranatha High School, Sequoyah School, Allendale Park, and Singer Park (City of Pasadena)
 - Rosemead Korean Seventh Day Adventist Church, American Asian Pacific Ministries, and Rosemead High School (City of Rosemead)
 - San Gabriel Library, Saint Anthony’s Catholic Church, Saint Anthony School (City of San Gabriel)

- Saint Edmund’s Episcopal Church, Saints Felicitas and Perpetua Church, Carver Elementary School, Saints Felicitas and Perpetua Elementary School, and San Marino Recreation Department (City of San Marino)
- Almansor Academy, Saint James Parish Day School, and War Memorial Park (City of South Pasadena)
- **Long-Term Traffic/Access Effects on Community Facilities:** In the long term, operation of the TSM/TDM Alternative improvements would not impact access to/from the driveways of any of the community facilities near such improvements. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at community facilities.
- **Permanent Effects on Parking at Community Facilities:** The TSM/TDM Alternative improvements would not require the permanent acquisition of parking spaces from any community facilities.

6.5.3.2 Alhambra

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation or protection in place of electric, telecommunications, water, and sewer utilities in the City of Alhambra.
- **Emergency Service Providers:** As described in Section 6.3.3.2, there are seven areas in the City of Alhambra where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Alhambra Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Alhambra Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Alhambra during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheets 3 and 4 of Figure 6.5-1 and Sheets 3 and 4 of Figure 6.5-2, there are multiple facilities in the City of Alhambra within 0.5 mi of the SR 710 North Study Build Alternatives: 1 police station, 4 fire stations, 1 library, 2 other government facilities, 3 hospital facilities, 32 places of worship, 12 public schools, 5 private schools, 7 parks, and 2 recreation facilities. Of these facilities, 1 fire station, 1 other government facility, 6 places of worship, 1 public school, and 1 park are within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no police stations, libraries, hospital facilities, homeless service providers, private schools, or recreation facilities in the City of Alhambra within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in Alhambra would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of Alhambra beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.2, the TSM/TDM Alternative improvements would result in permanent changes in access for motorists in the City of Alhambra by modifying the intersections of Atlantic Boulevard/Glendon Way, Atlantic Boulevard/Norwood Place, Garfield Avenue/Glendon Way, and Garfield Avenue/Norwood Place to establish right-turn-only access into and out of Glendon Way and Norwood Place from Atlantic Boulevard and Garfield Avenue. Although these improvements would modify access to the residential areas along Glendon Way and Norwood Place, the existence of a strong street grid in this portion of the City would allow the Alhambra Police Department, Alhambra Fire Department, and other emergency service providers to respond to calls for service in the area by utilizing alternate routes. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Alhambra.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of Alhambra are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.3 Eagle Rock

Temporary Impacts

- **Utilities:** The TSM/TDM Alternative would require the relocation of telecommunications and electric utilities in the neighborhood of Eagle Rock.
- **Emergency Service Providers:** As described in Section 6.3.3.3, there are four areas in the neighborhood of Eagle Rock where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles Police and Fire Departments, would minimize temporary delays in emergency response times in the neighborhood of Eagle Rock during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheet 1 of Figure 6.5-1 and Sheet 1 of Figure 6.5-2, there are multiple facilities in the neighborhood of Eagle Rock within 0.5 mi of the TSM/TDM Alternative: 2 fire stations, 1 library, 1 homeless service provider, 3 hospital facilities, 10 places of worship, 6 public schools, 2 private schools, 1 college, 2 parks, and 2 recreation facilities. Of these facilities, 2 fire stations, 1 library, 2 places of worship, 1 public school, 2 private schools, and 2 parks are within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no police stations, homeless service providers, hospital facilities, or other government facilities in the neighborhood of Eagle Rock within 500 ft of the improvements proposed under

the TSM/TDM Alternative; therefore, no such facilities in Eagle Rock would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the neighborhood of Eagle Rock beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.3, the TSM/TDM Alternative improvements would result in permanent changes in access for motorists in the neighborhood of Eagle Rock by modifying the intersection of West Broadway/Colorado Boulevard to eliminate the left-turn pocket from eastbound Colorado Boulevard to Lockhaven Avenue. Although this improvement would result in the prohibition of left turns from eastbound Colorado Boulevard to Lockhaven Avenue and modify access to the residential areas north of Colorado Boulevard for the general traveling public, the Los Angeles Police Department, Los Angeles Fire Department and other emergency service providers would still be able to respond to calls for service in the area by making a left turn onto Lockhaven Avenue. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the neighborhood of Eagle Rock.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the neighborhood of Eagle Rock are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.4 El Sereno

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation of electric and telecommunications utilities in the neighborhood of El Sereno.
- **Emergency Service Providers:** As described in Section 6.3.3.4, there are two areas in the neighborhood of El Sereno where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles Police and Fire Departments, would minimize temporary delays in emergency response times in the neighborhood of El Sereno during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheet 3 of Figure 6.5-1 and Sheet 3 of Figure 6.5-2, there are multiple facilities in the neighborhood of El Sereno within 0.5 mi of the TSM/TDM Alternative: 1 fire station, 1 library, 8 places of worship, 8 public schools, 1 private school, 1 university, and 2 parks. Of these facilities, 1 park is located within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on this facility.

There are no police stations, fire stations, libraries, places of worship, hospital facilities, homeless service providers, public schools, private schools, recreation facilities, or other

government facilities in the neighborhood of El Sereno within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in El Sereno would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the neighborhood of El Sereno beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.4, the TSM/TDM Alternative improvements would not result in permanent changes in access for motorists in El Sereno. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the neighborhood of El Sereno.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the neighborhood of El Sereno are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.5 Glassell Park

Temporary Impacts

- **Utilities:** The TSM/TDM Alternative would not result in any utility impacts in the neighborhood of Glassell Park.
- **Emergency Service Providers:** As described in Section 6.3.3.5, there is one area in the neighborhood of Glassell Park where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles Police and Fire Departments, would minimize temporary delays in emergency response times in the neighborhood of Glassell Park during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheet 1 of Figure 6.5-1 and Sheet 1 of Figure 6.5-2, there is 1 place of worship and 1 private school in the neighborhood of Glassell Park within 0.5 mi of the TSM/TDM Alternative. Both of these facilities are within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no police stations, fire stations, libraries, hospital facilities, homeless service providers, public schools, parks, recreation facilities, or other government facilities in the neighborhood of Glassell Park within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in Glassell Park would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the neighborhood of Glassell Park beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.5, the TSM/TDM Alternative improvements would not result in permanent changes in access for motorists in the neighborhood of Glassell Park. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the neighborhood of Glassell Park.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the neighborhood of Glassell Park are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.6 Pasadena

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation of telecommunications and electric utilities in the City of Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.3.6, there are two areas in the City of Pasadena where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Pasadena during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheets 1 and 2 of Figure 6.5-1 and Sheets 1 and 2 of Figure 6.5-2, there are multiple facilities in the City of Pasadena within 0.5 mi of the TSM/TDM Alternative: 1 police station, 4 fire stations, 4 libraries, 3 other government facilities, 1 hospital facility, 13 places of worship, 8 homeless service providers, 5 public schools, 17 private schools, 3 colleges, 13 parks, 4 community centers, and 2 recreation facilities. Of these facilities, 1 library, 1 hospital facility, 1 public school, 2 private schools, and 2 parks are within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no police stations, fire stations, places of worship, homeless service providers, community centers, recreation facilities, or other government facilities in the City of Pasadena within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in Pasadena would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of Pasadena beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.

- **Emergency Service Providers:** As described in Section 6.3.3.6, the TSM/TDM Alternative improvements would result in permanent changes in access for motorists in the City of Pasadena by connecting Waverly Drive, Bellevue Drive, and Palmetto Drive, which are currently cul-de-sacs, with the St. John Avenue extension, and providing a more direct route to California Boulevard for southbound drivers on St. John Avenue. Because these improvements would complete the street grid in the area and provide secondary access to properties on Waverly Drive, Bellevue Drive, and Palmetto Drive, operation of the TSM/TDM Alternative improvements is likely to result in improved emergency response times in portions of the City of Pasadena and would not require the construction of new police or fire facilities within the City of Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of Pasadena are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.7 Rosemead

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation of telecommunications and electric utilities in the City of Rosemead.
- **Emergency Service Providers:** As described in Section 6.3.3.7, there is one area in the City of Rosemead where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, would minimize temporary delays in emergency response times in the City of Rosemead during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheet 4 of Figure 6.5-1 and Sheet 4 of Figure 6.5-2, there are multiple facilities in the City of Rosemead within 0.5 mi of the TSM/TDM Alternative: 1 fire station, 1 library, 1 other government facility, 8 places of worship, 1 homeless service provider, 4 public schools, 1 private school, 2 parks, and 2 recreation facilities. Of these facilities, 2 places of worship, 1 homeless service provider, and 1 public school are within 500 ft of the proposed improvements under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no police stations, fire stations, libraries, hospital facilities, private schools, parks, recreation facilities, or other government facilities in the City of Rosemead within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in Rosemead would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of Rosemead beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.

- **Emergency Service Providers:** As described in Section 6.3.3.7, the TSM/TDM Alternative improvements would not result in permanent changes in access for motorists in Rosemead. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Rosemead.
- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of Rosemead are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.8 San Gabriel

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation of telecommunications and electric utilities in the City of San Gabriel.
- **Emergency Service Providers:** As described in Section 6.3.3.8, there are three areas in the City of San Gabriel where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the San Gabriel Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the San Gabriel Police and Fire Departments, would minimize temporary delays in emergency response times in the City of San Gabriel during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheet 2 of Figure 6.5-1 and Sheet 2 of Figure 6.5-2, there are multiple facilities in the City of San Gabriel within 0.5 mi of the TSM/TDM Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 5 places of worship, 4 public schools, 4 private schools, 4 parks, and 1 recreation facility. Of these facilities, 1 police station, 1 library, 2 places of worship, and 2 private schools are within 500 ft of the proposed improvements under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no fire stations, hospital facilities, homeless service providers, public schools, parks, recreation facilities, or other government facilities in the City of San Gabriel within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in San Gabriel would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of San Gabriel beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.8, the TSM/TDM Alternative improvements would result in permanent changes in access for motorists in the City of San Gabriel by modifying the intersection of Del Mar Avenue/Mission Road to prohibit left-turn movements from westbound El Monte Street to southbound Del Mar Avenue. Although these improvements would modify access for the general traveling public, the San Gabriel Police Department, San Gabriel Fire Department, and other emergency service providers would still be

able to respond to calls for service in the area by making a left turn on Del Mar Avenue. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of San Gabriel.

- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of San Gabriel are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.9 San Marino

Temporary Impacts

- **Utilities:** The TSM/TDM Alternative would not result in any utility impacts in the City of San Marino.
- **Emergency Service Providers:** As described in Section 6.3.3.9, there are four areas in the City of San Marino where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the San Marino Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the San Marino Police and Fire Departments, would minimize temporary delays in emergency response times in the City of San Marino during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheets 2 and 4 of Figure 6.5-1 and Sheets 2 and 4 of Figure 6.5-2, there are multiple facilities in the City of San Marino within 0.5 mi of the TSM/TDM Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 3 places of worship, 4 public schools, 2 private schools, 2 parks, 1 community center, and 1 recreation facility. Of these facilities, 1 police station, 1 fire station, 1 other government facility, 2 places of worship, 1 public school, 1 private school, and 1 recreation facility are within 500 ft of the proposed improvements under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no hospital facilities, homeless service providers, parks, or community centers in the City of San Marino within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in San Marino would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of San Marino because no utility facilities are within the footprint of those improvements in San Marino.
- **Emergency Service Providers:** As described in Section 6.3.3.9, the TSM/TDM Alternative improvements would not result in permanent changes in access for motorists in San Marino. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of San Marino.

- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of San Marino are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.3.10 South Pasadena

Temporary Impacts

- **Utilities:** As described in Table 6.5.1, the TSM/TDM Alternative would require the relocation of telecommunications and electric utilities in the City of South Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.3.10, there are six areas in the City of South Pasadena where improvements under the TSM/TDM Alternative could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the South Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the South Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of South Pasadena during construction of the TSM/TDM Alternative improvements.
- **Community Facilities and Services:** As shown on Sheets 1 through 4 of Figure 6.5-1 and Sheets 1 through 4 of Figure 6.5-2, there are multiple facilities in the City of South Pasadena within 0.5 mi of the TSM/TDM Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 3 places of worship, 4 public schools, 3 private schools, 5 parks, 1 community center, and 1 recreation facility. Of these facilities, 1 police station, 1 fire station, 1 other government facility, 1 place of worship, 1 public school, 2 private schools, 1 park, and 1 recreation facility are within 500 ft of the improvements proposed under the TSM/TDM Alternative. Table 6.5.2 provides a description of the potential direct and/or indirect impacts of the TSM/TDM Alternative on these facilities.

There are no libraries, hospital facilities, homeless service providers, or community centers in the City of South Pasadena within 500 ft of the improvements proposed under the TSM/TDM Alternative; therefore, no such facilities in South Pasadena would be directly or indirectly impacted by the TSM/TDM Alternative.

Permanent Impacts

- **Utilities:** The TSM/TDM Alternative improvements would not result in effects to utility facilities in the City of South Pasadena beyond the effects listed in Table 6.5.1 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.3.10, the TSM/TDM Alternative improvements would result in permanent changes in access for motorists in the City of South Pasadena by modifying the intersections of Fremont Avenue/Oneonta Knoll Street, Fremont Avenue/Beech Street, Fremont Avenue/Maple Street, and Fremont Avenue/Elmpark Street to establish right-turn-only access into and out of Oneonta Knoll Street, Beech Street, Maple Street, and Elmpark Street. In addition, the TSM/TDM Alternative would convert the existing dedicated left-turn lanes and median area along Fair Oaks Avenue between Monterey Road and Grevelia Street into a reversible directional lane and prohibit left-turn lane movements from Fair Oaks Avenue to Oxley Street, El Centro Street, Mission Street, and Hope Street as well as left-

turn movements from southbound Fair Oaks Avenue to eastbound Monterey Road. Although these improvements would modify access to portions of South Pasadena, the existence of a strong street grid in these portions of the City would allow the South Pasadena Police Department, South Pasadena Fire Department, and other emergency service providers to respond to calls for service in these areas by utilizing alternate routes.

Although the TSM/TDM Alternative improvements would modify access from northbound Fair Oaks Avenue to southbound SR 110 by requiring the general traveling public to take a slightly longer travel route, emergency service providers would still be able to respond to calls for service along southbound SR 110 by turning left from northbound Fair Oaks Avenue. Therefore, operation of the TSM/TDM Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of South Pasadena.

- **Community Facilities and Services:** The potential permanent impacts of the TSM/TDM Alternative on community facilities and services in the City of South Pasadena are described in Table 6.5.2 and were summarized earlier in Section 6.5.3.1, Summary of Impacts.

6.5.4 Bus Rapid Transit Alternative

6.5.4.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the BRT Alternative related to community facilities/services and utilities. The improvements and services included in the BRT Alternative are located within the following cities and communities in the study area:

- Alhambra
- East Los Angeles
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the BRT Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- El Sereno
- Glassell Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

In addition to the impacts described above related to community facilities/services and utilities under the BRT Alternative, this Alternative would also result in the impacts related to land use and planning under the TSM/TDM Alternative as described earlier in Section 6.5.2. The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community facilities/services and utilities are also listed in Section 6.5.2.

Temporary Impacts

Utilities

The BRT Alternative would affect various underground and overhead utilities, which would require relocation. Utilities that have the potential to be affected during construction of the BRT Alternative are listed in Table 6.5.3 by utility provider and by the city, community, or neighborhood in which they are located.

As shown in Table 6.5.3, the BRT Alternative would require the relocation of telecommunications and electric utilities in Alhambra, East Los Angeles, Monterey Park, and South Pasadena.

Emergency Service Providers

During construction of the BRT Alternative improvements, some impairment to the delivery of emergency services, including fire and police response times, may occur as a result of the lane restrictions along Atlantic Boulevard, Huntington Drive, and Fair Oaks Avenue in Alhambra, East Los Angeles, Monterey Park, Pasadena, and South Pasadena and ramp closures at the SR 60 on-ramps from Atlantic Boulevard described in Section 6.3.4.1 of this CIA. Because the BRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the BRT Alternative would require the same temporary lane restrictions and result in the same emergency response service impairments as the TSM/TDM Alternative.

As described in Section 6.3.4.1, construction activities associated with the improvements under the BRT Alternative would result in minor delays for the traveling public (5 minutes or less). Emergency service providers, including the local fire and police departments and the California Highway Patrol, could experience these travel delays when traveling to/from emergency scenes while lane restrictions or ramp closures are in effect.

The TMP would be developed with input from the following emergency responders with respect to the BRT Alternative improvements within their respective jurisdictions:

- Alhambra Police Department
- Alhambra Fire Department
- California Highway Patrol
- Los Angeles County Sheriff's Department
- Los Angeles County Fire Department
- Monterey Park Police Department
- Monterey Park Fire Department

- Pasadena Police Department
- Pasadena Fire Department
- South Pasadena Police Department
- South Pasadena Fire Department

The TMP would require the contractor to coordinate all temporary lane restrictions and ramp closures with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times. In addition, when and where feasible, alternate emergency response routes would be identified to direct emergency responders around construction zones.

Community Facilities and Services

Based on their distance from the nearest construction of any BRT Alternative improvements, the operation of those improvements, and the presence of intervening land uses, none of the community facilities that are more than 500 ft from the physical improvements included in the BRT Alternative would experience temporary construction or long-term operational air quality or noise effects under the BRT Alternative. In addition, none of the community facilities that are more than 500 ft from the physical improvements included in the BRT Alternative would experience temporary construction or long-term operational parking effects, or would be acquired, relocated, or subject to TCEs under the BRT Alternative. Further, because the local streets that provide access to the community facilities more than 500 ft from the physical improvements included in the BRT Alternative are not expected to be used by construction traffic during construction of those improvements or by traffic during operation of those improvements, such facilities would not experience temporary construction or long-term operational traffic and transportation effects under the BRT Alternative. In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities that are more than 500 ft from the physical improvements included in the BRT Alternative.

Because the community facilities within 500 ft of the physical improvements included in the BRT Alternative are more likely to be subject to direct or indirect impacts related to air quality, noise, access, parking, and relocation, such facilities are analyzed individually in the discussion included under each city or community in this section.

Table 6.5.4 provides detailed analyses of the potential temporary and permanent impacts of the BRT Alternative improvements on community facilities. Figure 6.5-3 (which has two sheets) shows the locations of community services and facilities within 0.5 mi of the improvements in the BRT Alternative. Figure 6.5-4 (which has two sheets) shows the locations of schools, parks, recreation facilities within 0.5 mi of the improvements in the BRT Alternative.

The temporary impacts of the BRT Alternative improvements on community facilities are summarized briefly below, and the permanent impacts are summarized in the following section.

- **Use of Land from a Community Facility for a TCE:** The BRT Alternative would use 0.02 ac of land from Cascades Park (Monterey Park) for use as a TCE during construction of the BRT Alternative improvements in the vicinity of this park.

- **Short-Term Air Quality Effects on Community Facilities:** The following community facilities could experience short-term air quality effects during construction of the BRT Alternative improvements that would be substantially reduced based on compliance with SCAQMD requirements related to dust control and equipment emissions:
 - First Baptist Church and William Northrup Elementary School (City of Alhambra)
 - Saint Alphonsus Catholic Church, KIPP Raices Academy, Media Arts High School, Saint Alphonsus Elementary School, and Atlantic Avenue Park (community of East Los Angeles)
 - Monterey Park Hospital, Happy Day, Inc., Saint Thomas Aquinas School, and Cascades Park (City of Monterey Park)
 - Huntington Memorial Hospital, Knox Presbyterian Church, Pasadena Montessori, Pasadena City College, Central Park, and El Centro De Acción Social (City of Pasadena)
 - South Pasadena Middle School, War Memorial Park, and YMCA South Pasadena/San Marino (City of South Pasadena)
- **Short-Term Noise Effects on Community Facilities:** The following community facilities could experience short-term noise level increases during construction. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards, while construction activities outside of State ROW would be limited to the hours set forth in the municipal noise ordinance applicable to the area in which the improvements would be constructed.
 - First Baptist Church and William Northrup Elementary School (City of Alhambra)
 - Saint Alphonsus Catholic Church, Fourth Street Elementary School, Garfield High School, KIPP Raices Academy, Media Arts High School, Saint Alphonsus Elementary School, and Atlantic Avenue Park (East Los Angeles)
 - Monterey Park Hospital, Happy Day, Inc., Saint Thomas Aquinas School, East Los Angeles College, and Cascades Park (City of Monterey Park)
 - Huntington Memorial Hospital, Knox Presbyterian Church, Saint Philip Roman Catholic Church, Pasadena Montessori, Pasadena City College, Central Park, and El Centro De Acción Social (City of Pasadena)
 - South Pasadena Middle School, War Memorial Park, and YMCA South Pasadena/San Marino (City of South Pasadena)
- **Short-Term Traffic/Access Effects on Community Facilities:** The following community facilities could experience short-term traffic effects during construction that would be substantially mitigated based on implementation of a TMP and maintenance of access to these facilities during construction in the vicinity of these facilities:
 - First Baptist Church, Temple Beth Torah, and William Northrup Elementary School (City of Alhambra)
 - KIPP Raices Academy, Media Arts High School, and Atlantic Avenue Park (City of Los Angeles)

- Monterey Park Hospital and Saint Thomas Aquinas School, and Cascades Park (City of Monterey Park)
- Fire Stations Nos. 31 and 34, Huntington Memorial Hospital, Holliston United Methodist Church, Knox Presbyterian Church, Pasadena Montessori, Central Park, and El Centro De Acción Social (City of Pasadena)
- South Pasadena Middle School, War Memorial Park, and YMCA South Pasadena/San Marino (City of South Pasadena)
- **Temporary Effects on Parking at Community Facilities:** The BRT Alternative improvements would not require the temporary use of parking spaces from any community facilities.

Permanent Impacts

Utilities

As described earlier, the BRT Alternative improvements would require the relocation or protection in-place of existing utility facilities within the footprint of those improvements. The operation of the BRT Alternative improvements would not result in additional effects to those utility facilities.

Emergency Service Providers

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the BRT Alternative improvements. The BRT Alternative improvements would not result in any permanent changes in access for motorists in the study area.

The BRT service included as part of the BRT Alternative could result in a minor increase in the number of traffic collisions and other safety risks associated with additional bus service. However, all buses would comply with all safety requirements established for mass transit buses, would operate in accordance with adopted safety and security procedures, and would obey all existing traffic laws, including those that relate to emergency response vehicles. Although operation of the BRT Alternative improvements and related bus service enhancements may result in an increase in the number of calls for emergency services in the study area, any increase in calls for service would be minor and would not exceed the existing response capacity of local emergency service providers. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the study area.

Community Facilities and Services

As discussed earlier, Table 6.5.4 provides detailed analyses of the potential permanent impacts of the BRT Alternative on community facilities. The permanent impacts of the BRT Alternative improvements on community facilities are summarized briefly below.

- **Permanent Acquisition of Land from a Community Facility:** The BRT Alternative would require the permanent acquisition of 0.011 ac of land from Cascades Park (City of Monterey Park).

- **Permanent Easement at a Community Facility:** The BRT Alternative improvements would not require any permanent easements at community facilities.
- **Long-Term Air Quality Effects on Community Facilities:** Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on community facilities in the study area.
- **Long-Term Noise Effects on Community Facilities:** The following community facilities could experience permanent noise level increases during operation of the BRT Alternative. Although one of these community facilities (South Pasadena Middle School) is anticipated to experience a permanent noise level increase of 3 decibels (dB), most facilities are anticipated to experience a permanent noise level increase of less than 3 dB, which would be barely perceptible to the human ear. Because South Pasadena Middle School does not appear to engage in noise-sensitive outdoor activities on a routine basis or appear to require opening windows for ventilation in lieu of air conditioning, the permanent noise level increase anticipated to occur under the BRT Alternative would not affect its ability to serve the community.
 - Saint Alphonsus Catholic Church, Fourth Street Elementary School, Garfield High School, KIPP Raices Academy, Saint Alphonsus Elementary School, and Atlantic Avenue Park (East Los Angeles)
 - Monterey Park Hospital, Happy Day, Inc., Saint Thomas Aquinas School, and Cascades Park (City of Monterey Park)
 - Huntington Memorial Hospital (City of Pasadena)
 - South Pasadena Middle School, War Memorial Park, and YMCA South Pasadena/San Marino (City of South Pasadena)
- **Long-Term Traffic/Access Effects on Community Facilities:** In the long term, operation of the BRT Alternative improvements would not impact access to/from the driveways of any of the community facilities along the BRT route. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at community facilities.
- **Permanent Effects on Parking at Community Facilities:** The BRT Alternative improvements would not require the permanent acquisition of parking spaces from any community facilities.

6.5.4.2 Alhambra

Temporary Impacts

- **Utilities:** As described in Table 6.5.3, the BRT Alternative would require the relocation of telecommunications and electric utilities in the City of Alhambra.
- **Emergency Service Providers:** As described in Section 6.3.4.2, the construction of BRT Alternative improvements along Atlantic Boulevard in the City of Alhambra could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Alhambra Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Alhambra Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Alhambra during construction of the BRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.3.5, there are multiple facilities in the City of Alhambra within 0.5 mi of the BRT Alternative: 1 police station, 4 fire stations, 1 library, 2 other government facilities, 3 hospital facilities, 32 places of worship, 12 public schools, 5 private schools, 7 parks, and 2 recreation facilities. Of these facilities, 3 places of worship and 1 public school are within 500 ft of the improvements proposed under the BRT Alternative as shown on Sheets 1 and 2 of Figure 6.5-3 and Sheets 1 and 2 of Figure 6.5-4. Table 6.5.4 provides a description of the potential direct and/or indirect impacts of the BRT Alternative on these facilities.

There are no police stations, fire stations, libraries, hospital facilities, places of worship, homeless service providers, private schools, parks, recreation facilities, or other government facilities in the City of Alhambra within 500 ft of the improvements proposed under the BRT Alternative; therefore, no such facilities in Alhambra would be directly or indirectly impacted by the BRT Alternative.

Permanent Impacts

- **Utilities:** The BRT Alternative improvements would not result in effects to utility facilities in the City of Alhambra beyond the effects listed in Table 6.5.3 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.4.2, the BRT Alternative improvements would not result in permanent changes in access for motorists in Alhambra. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Alhambra.
- **Community Facilities and Services:** The potential permanent impacts of the BRT Alternative on community facilities and services in the City of Alhambra are described in Table 6.5.4 and were summarized earlier in Section 6.5.4.1, Summary of Impacts.

6.5.4.3 East Los Angeles

Temporary Impacts

- **Utilities:** As described in Table 6.5.3, the BRT Alternative would require the relocation of telecommunications and electric utilities in the unincorporated community of East Los Angeles.
- **Emergency Service Providers:** As described in Section 6.3.4.3, the construction of BRT Alternative improvements along Atlantic Boulevard in the unincorporated community of East Los Angeles could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, would minimize temporary delays in emergency response times in the unincorporated community of East Los Angeles during construction of the BRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.11.5, there are multiple facilities in the unincorporated community of East Los Angeles within 0.5 mi of the BRT Alternative: 1 police station, 1 fire station, 1 library, 2 other government facilities, 1 hospital facility, 16 places of worship, 3 homeless service providers, 11 public schools, 2 private schools, 2 parks, 4 community centers, and 1 recreation facility. Of these facilities, 3 places of worship, 4 public schools, 1 private school, 1 park, and 1 community center are within 500 ft of the improvements proposed under the BRT Alternative. Table 6.5.4 provides a description of the potential direct and/or indirect impacts of the BRT Alternative on these facilities.

There are no police stations, fire stations, libraries, hospital facilities, homeless service providers, recreation facilities, or other government facilities in the unincorporated community of East Los Angeles within 500 ft of the improvements proposed under the BRT Alternative; therefore, no such facilities in East Los Angeles would be directly or indirectly impacted by the BRT Alternative.

Permanent Impacts

- **Utilities:** The BRT Alternative improvements would not result in effects to utility facilities in the unincorporated community of East Los Angeles beyond the effects listed in Table 6.5.3 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.4.3, the BRT Alternative improvements would not result in permanent changes in access for motorists in East Los Angeles. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the unincorporated community of East Los Angeles.
- **Community Facilities and Services:** The potential permanent impacts of the BRT Alternative on community facilities and services in the unincorporated community of East Los Angeles are described in Table 6.5.4 and were summarized earlier in Section 6.5.4.1, Summary of Impacts.

6.5.4.4 Monterey Park

Temporary Impacts

- **Utilities:** As described in Table 6.5.3, the BRT Alternative would require the relocation of telecommunications and electric utilities in the City of Monterey Park.
- **Emergency Service Providers:** As described in Section 6.3.4.4, the construction of BRT Alternative improvements along Atlantic Boulevard in the City of Monterey Park could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Monterey Park Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Monterey Park Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Monterey Park during construction of the BRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.23.5, there are multiple facilities in the City of Monterey Park within 0.5 mi of the BRT Alternative: 2 police stations, 1 fire station, 1 library, 1 other government facility, 2 hospital facilities, 2 places of worship, 5 public schools, 4 private schools, 1 college, 6 parks, 3 community centers, and 1 recreation facility. Of these facilities, 1 hospital facility, 2 private schools, 1 college, and 1 park are within 500 ft of the improvements proposed under the BRT Alternative. Table 6.5.4 provides a description of the potential direct and/or indirect impacts of the BRT Alternative on these facilities.

There are no police stations, fire stations, libraries, places of worship, homeless service providers, public schools, community centers, recreation facilities, or other government facilities in the City of Monterey Park within 500 ft of the improvements proposed under the BRT Alternative; therefore, no such facilities in Monterey Park would be directly or indirectly impacted by the BRT Alternative.

Permanent Impacts

- **Utilities:** The BRT Alternative improvements would not result in effects to utility facilities in the City of Monterey Park beyond the effects listed in Table 6.5.3 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.4.4, the BRT Alternative improvements would not result in permanent changes in access for motorists in Monterey Park. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Monterey Park.
- **Community Facilities and Services:** The potential permanent impacts of the BRT Alternative on community facilities and services in the City of Monterey Park are described in Table 6.5.4 and were summarized earlier in Section 6.5.4.1, Summary of Impacts.

6.5.4.5 Pasadena

Temporary Impacts

- **Utilities:** The BRT Alternative would not result in any utility impacts in the City of Pasadena.

- **Emergency Service Providers:** As described in Section 6.3.4.5, the construction of BRT Alternative improvements along Fair Oaks Avenue in the City of Pasadena could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Pasadena during construction of the BRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.24.5, there are multiple facilities in the City of Pasadena within 0.5 mi of the BRT Alternative: 1 police station, 4 fire stations, 4 libraries, 3 other government facilities, 1 hospital facility, 13 places of worship, 8 homeless service providers, 5 public schools, 17 private schools, 3 colleges, 13 parks, 4 community centers, and 2 recreation facilities. Of these facilities, 2 fire stations, 1 library, 1 hospital facility, 4 places of worship, 1 public school, 1 private school, 2 colleges, 1 park, and 1 community center are within 500 ft of the improvements proposed under the BRT Alternative. Table 6.5.4 provides a description of the potential direct and/or indirect impacts of the BRT Alternative on these facilities.

There are no police stations, libraries, homeless service providers, recreation facilities, or other government facilities in the City of Pasadena within 500 ft of the improvements proposed under the BRT Alternative; therefore, no such facilities in Pasadena would be directly or indirectly impacted by the BRT Alternative.

Permanent Impacts

- **Utilities:** The BRT Alternative improvements would not result in effects to utility facilities in the City of Pasadena because no utility facilities are within the footprint of those improvements in Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.4.5, the BRT Alternative improvements would not result in permanent changes in access for motorists in Pasadena. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of the BRT Alternative on community facilities and services in the City of Pasadena are described in Table 6.5.4 and were summarized earlier in Section 6.5.4.1, Summary of Impacts.

6.5.4.6 South Pasadena

Temporary Impacts

- **Utilities:** As described in Table 6.5.3, the BRT Alternative would require the relocation of telecommunications and electric utilities in the City of South Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.4.6, the construction of BRT Alternative improvements along Huntington Drive and Fair Oaks Avenue in the City of South Pasadena could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the South Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in

consultation with the South Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of South Pasadena during construction of the BRT Alternative improvements.

- **Community Facilities and Services:** As discussed previously in Section 5.30.5, there are multiple facilities in the City of South Pasadena within 0.5 mi of the BRT Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 3 places of worship, 4 public schools, 3 private schools, 5 parks, 1 community center, and 1 recreation facility. Of these facilities, 1 police station, 1 fire station, 1 other government facility, 2 places of worship, 1 public school, 1 park, and 1 recreation facility are within 500 ft of the improvements proposed under the BRT Alternative. Table 6.5.4 provides a description of the potential direct and/or indirect impacts of the BRT Alternative on these facilities.

There are no libraries, hospital facilities, homeless service providers, private schools, or community centers in the City of South Pasadena within 500 ft of the improvements proposed under the BRT Alternative; therefore, no such facilities in South Pasadena would be directly or indirectly impacted by the BRT Alternative.

Permanent Impacts

- **Utilities:** The BRT Alternative improvements would not result in effects to utility facilities in the City of South Pasadena beyond the effects listed in Table 6.5.3 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.4.6, the BRT Alternative improvements would not result in permanent changes in access for motorists in South Pasadena. Therefore, operation of the BRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of South Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of the BRT Alternative on community facilities and services in the City of South Pasadena are described in Table 6.5.4 and were summarized earlier in Section 6.5.4.1, Summary of Impacts.

6.5.5 Light Rail Transit Alternative

6.5.5.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the LRT Alternative related to community facilities/services and utilities. The improvements and services included in the LRT Alternative are located within the following cities, communities, and neighborhoods in the study area:

- Alhambra
- East Los Angeles
- El Sereno
- Irwindale¹
- Monterey Park
- Pasadena
- South Pasadena

¹ Although no improvements would be constructed in the City of Irwindale under the LRT Alternative, two gravel quarries in Irwindale have been identified as potential receiving sites for the spoils generated by tunnel-boring activities under the LRT Alternative.

No physical improvements under the LRT Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- El Monte
- Glassell Park
- Glendale
- Highland Park
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-5 (provided in Chapter 2, Project Description), the light rail line provided in the LRT Alternative includes the following features:

- **Tunnel Segment:** This segment extends from the northern terminus at the Fillmore Station in Pasadena to south of Valley Boulevard in Alhambra. The only surface features along this segment of the light rail line would be four stations in Pasadena, South Pasadena, and Alhambra.
- **Cut-and-Cover Tunnel Segment:** This segment extends a short distance south from Valley Boulevard in Alhambra/El Sereno. This segment of the light rail line would be constructed using a cut-and-cover construction method to accommodate the transition from the underground segment to the north and the elevated segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal at Valley Boulevard.
- **Elevated Section:** This segment extends from south of Valley Boulevard in Alhambra to the southern terminus at 3rd Street in East Los Angeles. In addition to the elevated tracks on this segment, the segment includes three stations in El Sereno, Monterey Park, and East Los Angeles.

The analysis of the potential effects of the LRT Alternative provided in this section related to community facilities and services focuses on the features of the LRT Alternative that would be at-grade or elevated because those features could potentially impact community facilities and services. As a result, this analysis focuses on the elevated segment of the light rail line and the seven stations along the light rail line.

In addition to the impacts described below related to community facilities/services and utilities under the LRT Alternative, this alternative would also result in the impacts related to community facilities/services and utilities under the TSM/TDM Alternative as described earlier in Section 6.5.2. The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community facilities/services and utilities are also listed in Section 6.5.2.

Temporary Impacts

Utilities

The LRT Alternative would affect various underground and overhead utilities that would require relocation. Utilities that have the potential to be affected during construction of the LRT Alternative are listed in Table 6.5.5 by utility provider and by the city, community, or neighborhood in which they are located.

As shown in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of electric, water, sewer, cable, telecommunications, and gas utilities in Alhambra, East Los Angeles, El Sereno, Monterey Park, Pasadena, and South Pasadena.

Emergency Service Providers

During construction of the LRT Alternative improvements, some impairment to the delivery of emergency services, including fire and police response times, may occur as a result of the overnight closures on SR 60, I-710, and other roadways to accommodate the placement of concrete barriers adjacent to the median and the construction of falsework. In addition, as described in Section 6.3.5.1, there are nine areas in Alhambra, East Los Angeles, El Sereno, Monterey Park, Pasadena, and South Pasadena where improvements under the LRT Alternative could result in temporary lane restrictions that may impact access and circulation and impair the delivery of emergency services. Because the LRT Alternative would include the roadway improvements included as part of the TSM/TDM Alternative, the LRT Alternative would require the same temporary lane restrictions and result in the same emergency response service impairments as the LRT Alternative.

As described in Section 6.3.5.1, construction activities associated with the improvements under the LRT Alternative would result in minor delays for the traveling public (5 minutes or less). Emergency service providers, including the local fire and police departments and the California Highway Patrol, could experience these travel delays when traveling to/from emergency scenes while lane restrictions or ramp closures are in effect.

The TMP would be developed with input from the following emergency responders with respect to the LRT Alternative improvements within their respective jurisdictions:

- Alhambra Police Department
- Alhambra Fire Department
- California Highway Patrol
- Los Angeles Police Department
- Los Angeles Fire Department
- Los Angeles County Sheriff's Department
- Los Angeles County Fire Department
- Monterey Park Police Department
- Monterey Park Fire Department
- Pasadena Police Department

- Pasadena Fire Department
- South Pasadena Police Department
- South Pasadena Fire Department

The TMP would require the contractor to coordinate all temporary lane restrictions and ramp closures with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times. In addition, when and where feasible, alternate emergency response routes would be identified to direct emergency responders around construction zones.

Community Facilities and Services

Based on their distance from the nearest construction of any LRT Alternative improvements, the operation of those improvements, and the presence of intervening land uses, none of the community facilities that are more than 500 ft from the physical improvements in the LRT Alternative that would be constructed at or above the ground surface would experience temporary construction or long-term operational air quality or noise effects under the LRT Alternative. In addition, none of the community facilities that are more than 500 ft from the physical improvements in the LRT Alternative that would be constructed at or above the ground surface would experience temporary construction or long-term operational parking effects, or would be acquired, relocated, or subject to TCEs under the LRT Alternative. Further, because the local streets that provide access to the community facilities more than 500 ft from the physical improvements in the LRT Alternative are not expected to be used by construction traffic during construction of those improvements or by traffic during operation of those improvements, such facilities would not experience temporary construction or long-term operational traffic and transportation effects under the LRT Alternative. In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities that are more than 500 ft from the physical improvements in the LRT Alternative that would be constructed at or above the ground surface.

Because the construction and operation of the bored tunnel section of the LRT line would occur beneath the ground surface, this portion of the LRT Alternative would not result in any temporary construction or long-term operational air quality or noise effects on community facilities, nor would it result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities.

Because the community facilities within 500 ft of the physical improvements in the LRT Alternative that would be constructed at or above the ground surface are more likely to be subject to direct or indirect impacts related to air quality, noise, access, parking, and relocation, such facilities are analyzed individually in the discussion included under each city, community, or neighborhood in this section.

Table 6.5.6 provides detailed analyses of the potential temporary and permanent impacts of the LRT Alternative on community facilities. Figure 6.5-5 (which has two sheets) shows the locations of community services and facilities within 0.5 mi of the improvements in the LRT Alternative. Figure 6.5-6 (which has two sheets) shows the locations of schools, parks, recreation facilities within 0.5 mi of the improvements in the LRT Alternative.

The temporary impacts of the LRT Alternative improvements on community facilities are summarized briefly below, and the permanent impacts are summarized in the following section.

- **Use of Land from a Community Facility for a TCE:** The LRT Alternative would require the use of 1.7 ac of land on the Cal State LA campus for a TCE during construction of the LRT station at this University.
- **Short-Term Air Quality Effects on Community Facilities:** The following community facilities could experience short-term air quality effects during construction of the LRT Alternative improvements that would be substantially reduced based on compliance with SCAQMD requirements related to dust control and equipment emissions:
 - Sherman School (City of Alhambra)
 - Roybal Comprehensive Health Center, Catholic Mission of Soledad Church, Soledad Enrichment Action East, Belvedere Community Regional Park, and Casa Maravilla (community of East Los Angeles)
 - Cal State LA (El Sereno neighborhood)
- **Short-Term Noise Effects on Community Facilities:** The following community facilities could experience short-term noise level increases during construction. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards, while construction activities outside of State ROW would be limited to the hours set forth in the municipal noise ordinance applicable to the area in which the improvements would be constructed.
 - Sherman School (City of Alhambra)
 - Roybal Comprehensive Health Center, Catholic Mission of Soledad Church, Soledad Enrichment Action East Los Angeles Education Center, Belvedere Community Regional Park, and Casa Marvilla (East Los Angeles)
 - Cal State LA and El Sereno Arroyo Playground (El Sereno neighborhood)
- **Short-Term Traffic/Access Effects on Community Facilities:** The following community facilities could experience short-term traffic effects during construction that would be substantially mitigated based on implementation of a TMP and maintenance of access to these facilities during construction in the vicinity of these facilities:
 - Sherman School (City of Alhambra)
 - East Los Angeles Courthouse, Roybal Comprehensive Health Center, Catholic Mission of Soledad Church, Morris K. Hamasaki Elementary School, Soledad Enrichment Action East Los Angeles Education Center, Belvedere Community Regional Park, and Casa Marvilla (East Los Angeles)
 - Cal State LA and El Sereno Arroyo Playground (El Sereno neighborhood)
 - Huntington Memorial Hospital (City of Pasadena)
 - South Pasadena Middle School (City of South Pasadena)

- **Temporary Effects on Parking at Community Facilities:** The LRT Alternative improvements would not require the temporary use of parking spaces from any community facilities.

Permanent Impacts

Utilities

As described earlier, the LRT Alternative improvements would require the relocation or protection in-place of existing utility facilities within the footprint of those improvements. The operation of the LRT Alternative improvements would not result in additional effects to those utility facilities.

Emergency Service Providers

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the LRT Alternative improvements. The LRT Alternative improvements would not result in any permanent changes in access for motorists in the study area.

The LRT service included as part of the LRT Alternative could result in additional safety risks associated with additional transit service. However, all train operations would comply with all safety requirements established for LRT service and would operate in accordance with adopted safety and security procedures. In addition, each LRT tunnel would feature emergency evacuation cross passages for pedestrians, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring, similar to the existing LRT system. Although operation of the LRT Alternative improvements may result in an increase in the number of calls for emergency services in the study area, any increase in calls for service would be minor and would not exceed the existing response capacity of local emergency service providers. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the study area.

Community Facilities and Services

The permanent impacts of the LRT Alternative improvements on community facilities are summarized briefly in the following sections.

- **Permanent Acquisition of Land from a Community Facility:** The LRT Alternative would permanently acquire 3 ac of land on the Cal State LA campus for permanent incorporation into the LRT Alternative station at this University.
- **Permanent Easement at a Community Facility:** The LRT Alternative improvements would not require any permanent easements at community facilities.
- **Long-Term Air Quality Effects on Community Facilities:** Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions

(depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 in comparison to existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on community facilities in the study area.

- **Long-Term Noise Effects on Community Facilities:** The following community facilities could experience permanent noise level increases during operation of the LRT Alternative. Although one of these community facilities (Belvedere Community Regional Park) is anticipated to experience a permanent noise level increase of 3 dB, most facilities are anticipated to experience a permanent noise level increase of less than 3 dB, which would be barely perceptible to the human ear. Because Belvedere Community Regional Park is an active use park and is not considered to be noise sensitive, the permanent noise level increase anticipated to occur under the LRT Alternative would not affect its ability to serve the community.
 - Roybal Comprehensive Health Center, Catholic Mission of Soledad Church, Soledad Enrichment Action East Los Angeles Education Center, Belvedere Community Regional Park, and Casa Marvilla (East Los Angeles)
 - Cal State LA and El Sereno Arroyo Playground (El Sereno neighborhood)
- **Long-Term Traffic/Access Effects on Community Facilities:** In the long term, operation of the LRT Alternative improvements would not impact access to/from the driveways of any of the community facilities along the LRT route. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at community facilities.
- **Permanent Effects on Parking at Community Facilities:** The LRT Alternative improvements would not require the permanent use of parking spaces from any community facilities.

6.5.5.2 Alhambra

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of telecommunications, electric, water, sewer, and natural gas utilities in the City of Alhambra.
- **Emergency Service Providers:** As described in Section 6.3.5.2, there are two areas in the City of Alhambra where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Alhambra Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Alhambra Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Alhambra during construction of the LRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.3.5, there are multiple facilities in the City of Alhambra within 0.5 mi of the LRT Alternative: 1 police station, 4 fire stations, 1 library, 2 other government facilities, 3 hospital facilities, 32 places of worship,

12 public schools, 5 private schools, 7 parks, and 2 recreation facilities. Of these facilities, 1 place of worship, 1 private school, and 1 park are within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on these facilities.

There are no police stations, fire stations, libraries, homeless service providers, hospital facilities, public schools, community centers, recreation facilities, or other government facilities in the City of Alhambra within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in Alhambra would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the City of Alhambra beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.2, the LRT Alternative improvements would not result in permanent changes in access for motorists in Alhambra. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Alhambra.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the City of Alhambra are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.5.3 East Los Angeles

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of water, sewer, telecommunications, and natural gas utilities in the unincorporated community of East Los Angeles.
- **Emergency Service Providers:** As described in Section 6.3.5.3, there are two areas in the unincorporated community of East Los Angeles where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department, would minimize temporary delays in emergency response times in the unincorporated community of East Los Angeles during construction of the LRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.11.5, there are multiple facilities in the unincorporated community of East Los Angeles within 0.5 mi of the LRT Alternative: 1 police station, 1 fire station, 1 library, 2 other government facilities, 1 hospital facility, 16 places of worship, 3 homeless service providers, 11 public schools, 2 private schools, 2 parks, 4 community centers, and 1 recreation facility. Of these facilities, 1 other government facility, 1 hospital facility, 1 place of worship, 1 public school, 1 private school, 1 park, and

1 community center are within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on these facilities.

There are no police stations, fire stations, libraries, homeless service providers, or recreation facilities in the unincorporated community of East Los Angeles within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in East Los Angeles would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the unincorporated community of East Los Angeles beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.3, the LRT Alternative improvements would result in permanent changes in access for motorists in the unincorporated community of East Los Angeles by constructing a raised median along Mednik Avenue between First Street and Floral Drive, which would modify the intersections of Mednik Avenue/Dozier Street and Mednik Avenue/Fisher Street to establish right-turn only access into and out of Dozier Street and Fisher Street. Although these improvements would modify access to the residential areas along Dozier and Fisher Streets, the existence of a strong street grid in this portion of the community would allow the Los Angeles Sheriff's Department, Los Angeles County Fire Department, and other emergency service providers to respond to calls for service in the area by utilizing alternate routes. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the unincorporated community of East Los Angeles.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the unincorporated community of East Los Angeles are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.5.4 El Sereno

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of electric, water, sewer, and natural gas utilities in the neighborhood of El Sereno.
- **Emergency Service Providers:** As described in Section 6.3.5.4, there are three areas in the neighborhood of El Sereno where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Los Angeles Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles Police and Fire Departments, would minimize temporary delays in emergency response times in the neighborhood of El Sereno during construction of the LRT Alternative improvements.

- **Community Facilities and Services:** As discussed previously in Section 5.13.5, there are multiple facilities in the neighborhood of El Sereno within 0.5 mi of the LRT Alternative: 1 fire station, 1 library, 8 places of worship, 8 public schools, 1 private school, 1 university, and 2 parks. Of these facilities, 1 university and 1 park are located within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on these facilities.

There are no police stations, fire stations, libraries, places of worship, hospital facilities, homeless service providers, public schools, private schools, community centers, recreation facilities, or other government facilities in the neighborhood of El Sereno within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in El Sereno would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the neighborhood of El Sereno beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.4, the LRT Alternative improvements would not result in permanent changes in access for motorists in El Sereno. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the neighborhood of El Sereno.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the neighborhood of El Sereno are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.5.5 Irwindale

Temporary Impacts

- **Utilities:** Construction of the LRT Alternative would not result in temporary effects on utility facilities in the City of Irwindale.
- **Emergency Service Providers:** As described in Section 6.3.5.5, the traveling public is not likely to experience any appreciable difference in traffic delays in the City of Irwindale as a result of the rail or truck haul trips associated with the transportation of excavated soil from the tunnel portal area to disposal sites in Irwindale. Therefore, construction of the LRT Alternative improvements is not anticipated to result in any delays for emergency service providers in the City of Irwindale.
- **Community Facilities and Services:** Construction of the LRT Alternative would not directly or indirectly impact any community facilities in the City of Irwindale.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in permanent effects on utility facilities in the City of Irwindale.
- **Emergency Service Providers:** As described in Section 6.3.5.5, the LRT Alternative would not provide any transportation improvements in Irwindale; therefore, the LRT Alternative would not result in any permanent effects on access and transportation in the City of Irwindale and would

not degrade emergency response times or require the construction of new police or fire facilities within the City of Irwindale.

- **Community Facilities and Services:** Operation of the LRT Alternative improvements would not directly or indirectly impact any community facilities in the City of Irwindale.

6.5.5.6 Monterey Park

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of telecommunications and sewer utilities in the City of Monterey Park.
- **Emergency Service Providers:** As described in Section 6.3.5.6, there are two areas in the City of Monterey Park where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Monterey Park Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Monterey Park Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Monterey Park during construction of the LRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.23.5, there are multiple facilities in the City of Monterey Park within 0.5 mi of the LRT Alternative: 2 police stations, 1 fire station, 1 library, 1 other government facility, 2 hospital facilities, 2 places of worship, 5 public schools, 4 private schools, 1 college, 6 parks, 3 community centers, and 1 recreation facility. Of these facilities, 1 police station, 1 other government facility, and 1 recreation facility are within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on these facilities.

There are no fire stations, libraries, hospital facilities, homeless service providers, places of worship, public schools, private schools, colleges, parks, or community centers in the City of Monterey Park within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in Monterey Park would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the City of Monterey Park beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.6, the LRT Alternative improvements would not result in permanent changes in access for motorists in Monterey Park. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Monterey Park.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the City of Monterey Park are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.5.7 Pasadena

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of electric, water, sewer, cable, telecommunications, and natural gas utilities in the City of Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.5.7, there is one area in the City of Pasadena where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Pasadena during construction of the LRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.24.5, there are multiple facilities in the City of Pasadena within 0.5 mi of the LRT Alternative: 1 police station, 4 fire stations, 4 libraries, 3 other government facilities, 1 hospital facility, 13 places of worship, 8 homeless service providers, 5 public schools, 17 private schools, 3 colleges, 13 parks, 4 community centers, and 2 recreation facilities. Of these facilities, 1 hospital facility is within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on this facility.

There are no police stations, fire stations, libraries, homeless service providers, places of worship, public schools, private schools, parks, community centers, recreation facilities, or other government facilities in the City of Pasadena within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in Pasadena would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the City of Pasadena beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.7, the LRT Alternative improvements would not result in permanent changes in access for motorists in Pasadena. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the City of Pasadena are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.5.8 South Pasadena

Temporary Impacts

- **Utilities:** As described in Table 6.5.5, the LRT Alternative would require the relocation or protection in place of electric, water, sewer, telecommunications, and natural gas utilities in the City of South Pasadena.

- **Emergency Service Providers:** As described in Section 6.3.5.8, there are two areas in the City of South Pasadena where the construction of LRT Alternative improvements could result in temporary lane restrictions that may impact access and circulation. Emergency service providers, including the South Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the South Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of South Pasadena during construction of the LRT Alternative improvements.
- **Community Facilities and Services:** As discussed previously in Section 5.30.5, there are multiple facilities in the City of South Pasadena within 0.5 mi of the LRT Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 3 places of worship, 4 public schools, 3 private schools, 5 parks, 1 community center, and 1 recreation facility. Of these facilities, 1 police station, 1 fire station, 1 other government facility, 1 place of worship, 1 public school, 1 private school, and 1 park are within 500 ft of the surface improvements proposed under the LRT Alternative. Table 6.5.6 provides a description of the potential direct and/or indirect impacts of the LRT Alternative on these facilities.

There are no libraries, hospital facilities, homeless service providers, community centers, and recreation facilities in the City of South Pasadena within 500 ft of the surface improvements proposed under the LRT Alternative; therefore, no such facilities in South Pasadena would be directly or indirectly impacted by the LRT Alternative.

Permanent Impacts

- **Utilities:** The LRT Alternative improvements would not result in effects to utility facilities in the City of South Pasadena beyond the effects listed in Table 6.5.5 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Section 6.3.5.8, the LRT Alternative improvements would not result in permanent changes in access for motorists in South Pasadena. Therefore, operation of the LRT Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of South Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of the LRT Alternative on community facilities and services in the City of South Pasadena are described in Table 6.5.6 and were summarized earlier in Section 6.5.5.1, Summary of Impacts.

6.5.6 Freeway Tunnel Alternative

6.5.6.1 Summary of Impacts

This section summarizes the potential temporary and permanent effects of the Freeway Tunnel Alternative related to community facilities/services and utilities. The improvements and services included in the Freeway Tunnel Alternative are located within the following cities and neighborhood in the study area:

- Alhambra
- El Sereno
- Irwindale¹
- Monterey Park
- Pasadena
- South Pasadena

No physical improvements under the Freeway Tunnel Alternative would occur in the following cities, communities, and neighborhoods in the study area; therefore, these cities, communities, and neighborhoods are not discussed further in this section:

- Altadena
- Arcadia
- Arroyo Seco
- Commerce
- Cypress Park
- Duarte
- Eagle Rock
- East Los Angeles
- El Monte
- Glassell Park
- Glendale
- Highland Park
- Irwindale
- La Cañada Flintridge
- La Crescenta-Montrose
- Lincoln Heights
- Monrovia
- Montebello
- Rosemead
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- Temple City
- Unincorporated San Gabriel Valley Communities

As shown on Figure 2-6 (provided in Chapter 2, Project Description), the Freeway Tunnel Alternative includes the following features:

- **At-Grade Freeway Segment (North Portal):** This segment extends from I-210 to south of Green Street in Pasadena. The freeway is at-grade on this segment to accommodate the interchange between the northern end of the I-710 extension and I-210. This freeway segment would be at-grade and visible during both construction and operation of this segment.
- **Cut-and-Cover Tunnel Segment (North Portal):** This segment extends from south of Green Street to north of California Boulevard in Pasadena. This segment of the freeway would be constructed using a cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the north and the bored tunnel segment to the south. The cut-and-cover tunnel construction would be visible during construction, but the only surface feature on this segment after the completion of construction would be the tunnel portal south of Green Street.
- **Bored Tunnel Segment:** This segment extends from north of California Boulevard in Pasadena south to north of Valley Boulevard in Alhambra/El Sereno. There would be no surface features along this freeway tunnel segment.
- **Cut-and-Cover Tunnel Segment (South Portal):** This segment extends from north of Valley Boulevard to north of Hellman Avenue in Alhambra/El Sereno. This tunnel would be constructed using the cut-and-cover construction method to accommodate the transition from the at-grade freeway segment to the south and the bored tunnel segment to the north, and the on- and off-

¹ Although no improvements would be constructed in the City of Irwindale under the both design variations of the Freeway Tunnel Alternative, two gravel quarries in Irwindale have been identified as potential receiving sites for the spoils generated by tunnel boring activities under both design variations of the Freeway Tunnel Alternative.

ramps that will be reconstructed at Valley Boulevard. The cut-and-cover tunnel construction would be visible during construction, but the only surface features on this segment after the completion of construction would be the tunnel portal north of Hellman Avenue and the partial interchange at Valley Boulevard.

- **At-Grade Freeway Segment (South Portal):** This segment extends from I-210 north of Hellman Avenue south to the interchange with I-10 in Alhambra/El Sereno. The freeway is at-grade on this segment to accommodate the interchange between the southern end of the I-710 extension and I-10. This freeway segment would be at-grade and visible during both construction and operation of this segment.

The analysis of the potential effects of the Freeway Tunnel Alternative provided in this section related to community facilities and services focuses on the features of the Freeway Tunnel Alternative that would be visible during construction and/or operation. These would be the portals at the north and south ends of the freeway tunnel segment, the at-grade freeway segments, and the freeway tunnels segments constructed using the cut-and-cover construction method because those features could potentially impact community facilities and services.

In addition to the impacts described below related to community facilities/services and utilities under the Freeway Tunnel Alternative, this Alternative would also result in the impacts related to community facilities/services and utilities under the TSM/TDM Alternative as described earlier in Section 6.5.2. The cities, communities, and neighborhoods in which TSM/TDM Alternative improvements are located and that could experience impacts related to community facilities/services and utilities are also listed in Section 6.5.2.

Temporary Impacts

Utilities

Both design variations of the Freeway Tunnel Alternative would affect various underground and overhead utilities that would require removal or relocation. Utilities that have the potential to be affected during construction of the single-bore and dual-bore design variations of the Freeway Tunnel Alternative are listed in Tables 6.5.7 and 6.5.8, respectively, by utility provider and by the city, community, or neighborhood in which they are located.

As shown in Table 6.5.7, the single-bore design variation of the Freeway Tunnel Alternative would require the relocation or protection in place of electric, water, sewer, telecommunications, and natural gas utilities in Alhambra, El Sereno, and Pasadena. The single-bore design variation would also require the relocation or protection in place of streetlights in El Sereno and Pasadena.

As shown in Table 6.5.8, the dual-bore design variation of the Freeway Tunnel Alternative would require the relocation or protection in place of electric, water, sewer, cable, telecommunications, and natural gas utilities in Alhambra, El Sereno, Monterey Park, and Pasadena. The dual-bore design variation would also require the relocation or protection in place of streetlights in El Sereno and Pasadena.

Emergency Service Providers

During construction of the Freeway Tunnel Alternative improvements, some impairment to the delivery of emergency services, including fire and police response times, may occur as a result of the lane restrictions described in Sections 6.3.6.1 and 6.3.7.1 of this CIA.

As described in Section 6.3.6.1, the single-bore design variation of the Freeway Tunnel Alternative would result in delays at 6 locations and detours in 8 locations in Alhambra, El Sereno, and Monterey Park in the vicinity of the south tunnel portal, as well as delays at 6 locations and detours in 13 locations in Pasadena in the vicinity of the north tunnel portal.

As described in Section 6.3.7.1, the dual-bore design variation of the Freeway Tunnel Alternative would result in delays at 4 locations and detours in 9 locations in Alhambra, El Sereno, and Monterey Park in the vicinity of the south tunnel portal, as well as delays at 6 locations and detours in 13 locations in Pasadena in the vicinity of the north tunnel portal.

As described in Sections 6.3.6.1 and 6.3.7.1, construction activities associated with the improvements under both design variations of the Freeway Tunnel Alternative would result in minor delays for the traveling public (5 minutes or less). Emergency service providers, including the local fire and police departments, could experience these travel delays when traveling to/from emergency scenes while lane restrictions are in effect.

The TMP would be developed with input from the following emergency responders with respect to the Freeway Tunnel Alternative improvements within their respective jurisdictions:

- Alhambra Police Department
- Alhambra Fire Department
- California Highway Patrol
- Los Angeles Police Department
- Los Angeles Fire Department
- Pasadena Police Department
- Pasadena Fire Department

The TMP would require the contractor to coordinate all temporary lane restrictions with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times. In addition, when and where feasible, alternate emergency response routes would be identified to direct emergency responders around construction zones.

Community Facilities and Services

Based on their distance from the nearest construction of any improvements under either design variation of the Freeway Tunnel Alternative, the operation of those improvements, and the presence of intervening land uses, none of the community facilities that are more than 500 ft from the physical improvements that would be constructed at or above the ground surface under either design variation of the Freeway Tunnel Alternative would experience temporary construction or long-term operational air quality or noise effects. In addition, none of the community facilities more than 500 ft from the physical improvements that would be

constructed at or above the ground surface under either design variation of the Freeway Tunnel Alternative would experience temporary construction or long-term operational parking effects, or would be acquired, relocated, or subject to TCEs under either design variation of the Freeway Tunnel Alternative. Further, because the local streets that provide access to the community facilities more than 500 ft from the physical improvements under either design variation of the Freeway Tunnel Alternative are not expected to be used by construction traffic during construction of those improvements or by traffic during operation of those improvements, such facilities would not experience temporary construction or long-term operational traffic and transportation effects under either design variation of the Freeway Tunnel Alternative. In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities that are more than 500 ft from the physical improvements under either design variation of the Freeway Tunnel Alternative that would be constructed at or above the ground surface.

Because the construction and operation of the bored tunnel section of both design variations of the Freeway Tunnel Alternative would occur beneath the ground surface, this bored tunnel section of the Freeway Tunnel Alternative would not result in any temporary construction or long-term operational air quality or noise effects on community facilities, nor would it result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of community facilities.

Because the community facilities within 500 ft of the physical improvements that would be constructed at or above the ground surface under either design variation of the Freeway Tunnel Alternative are more likely to be subject to direct or indirect impacts related to air quality, noise, access, parking, and relocation, such facilities are analyzed individually in the discussion included under each city or neighborhood in this section.

Since the proposed improvements under both the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would be constructed in generally the same area, both design variations would potentially impact the same community facilities and services in the study area. Unless otherwise noted below, the potential direct and/or indirect impacts on community facilities and services would be similar for both design variations of the Freeway Tunnel Alternative.

Table 6.5.9 provides detailed analyses of the potential temporary and permanent impacts of the Freeway Tunnel Alternative on community facilities. Figure 6.5-7 (which has two sheets) shows the locations of community services and facilities within 0.5 mi of the improvements in the Freeway Tunnel Alternative. Figure 6.5-8 (which has two sheets) shows the locations of schools, parks, recreation facilities within 0.5 mi of the improvements in the Freeway Tunnel Alternative.

The temporary impacts of the Freeway Tunnel Alternative improvements on community facilities are summarized briefly below, and the permanent impacts are summarized in the following section.

- **Use of Land from a Community Facility for a TCE:** The Freeway Tunnel Alternative would require the use of 0.2 ac of land on the Cal State LA campus for a TCE during construction of the freeway improvements in this area.

- **Short-Term Air Quality Effects on Community Facilities:** The following community facilities could experience short-term air quality effects during construction of the Freeway Tunnel Alternative improvements that would be substantially reduced based on compliance with SCAQMD requirements related to dust control and equipment emissions:
 - Cal State LA (El Sereno neighborhood)
 - Maranatha High School, Sequoyah School, and Singer Park (City of Pasadena)
- **Short-Term Noise Effects on Community Facilities:** The following community facilities could experience short-term noise level increases during construction. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards, while construction activities outside of State ROW would be limited to the hours set forth in the municipal noise ordinance applicable to the area in which the improvements would be constructed.
 - Cal State LA and El Sereno Arroyo Playground (El Sereno neighborhood)
 - Roosevelt Elementary School, Friends Western School, Maranatha High School, Sequoyah School, and Singer Park (City of Pasadena)
- **Short-Term Traffic/Access Effects on Community Facilities:** The following community facilities could experience short-term traffic effects during construction that would be substantially mitigated based on implementation of a TMP and maintenance of access to these facilities during construction in the vicinity of these facilities:
 - Cal State LA (El Sereno neighborhood)
 - Maranatha High School, Sequoyah School, and Singer Park (City of Pasadena)
- **Temporary Effects on Parking at Community Facilities:** The Freeway Tunnel Alternative improvements would not require the temporary use of acquisition of parking spaces from any community facilities.

Permanent Impacts

Utilities

As described earlier and as shown in Tables 6.5.7 and 6.5.8, respectively, the single-bore and dual-bore design variations for the Freeway Tunnel Alternative improvements would require the relocation or protection in-place of existing utility facilities within the footprint of those improvements. The operation of the Freeway Tunnel Alternative improvements under the single-bore and dual-bore design variations would not result in additional effects to those utility facilities beyond those listed in Tables 6.5.7 and 6.5.8.

Emergency Service Providers

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the Freeway Tunnel Alternative improvements. The Freeway Tunnel Alternative improvements would not result in any permanent changes in access for motorists in the study area.

The Freeway Tunnel Alternative could result in a minor increase in the number of traffic collisions and other safety risks associated with additional lane-miles being added to the regional freeway system. Both tunnel design variations would include the following tunnel support systems: emergency evacuation cross passages for pedestrians and vehicles, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring. In addition, an operations and maintenance building would be constructed at the northern and southern ends of the tunnel, which could be staffed by the California Highway Patrol and local fire responders. Although operation of the Freeway Tunnel Alternative improvements may result in an increase in the number of calls for emergency services in the study area, any increase in calls for service would be minor and would not exceed the existing response capacity of local emergency service providers. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the study area.

Community Facilities and Services

As discussed earlier, Table 6.5.9 provides detailed analyses of the potential permanent impacts of the Freeway Tunnel Alternative on community facilities. The permanent impacts of the Freeway Tunnel Alternative improvements on community facilities are summarized briefly below:

- **Permanent Acquisition of Land from a Community Facility:** The Freeway Tunnel Alternative would permanently acquire 1.0 ac of land on the Cal State LA campus for permanent incorporation into the freeway improvements in this area.
- **Permanent Easement at a Community Facility:** The Freeway Tunnel Alternative would require a 0.6 ac permanent easement on the Cal State LA campus to accommodate a footing for the freeway improvements in this area.
- **Long-Term Air Quality Effects on Community Facilities:** Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reduced regional vehicle emissions compared to existing 2012 conditions. 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 and dual bore, with and without tolls, etc.). Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions. Operation of the Freeway Tunnel Alternative would result in reduced GHG emissions in 2025 and 2035 compared to existing 2012 conditions and in 2025 compared to 2025 No Build conditions. In 2035, the Freeway Tunnel Alternative would result in reductions in GHG emissions compared to 2035 No Build Alternative conditions except for the Dual-Bore No Tolls and Dual-Bore No Trucks operational variations, which would result in some increases in GHG emissions in 2035. The increases in regional vehicle, MSAT, and GHG emissions would be minor compared to the No Build Alternatives and, as a result, operation of the Freeway Tunnel Alternative would not result in adverse air quality impacts on community facilities in the study area.
- **Long-Term Noise Effects on Community Facilities:** The following community facilities could experience permanent noise level increases during operation of either design variation of

the Freeway Tunnel Alternative. Although most of these facilities are anticipated to experience a permanent noise level increase of less than 3 dB under either design variation, which would be barely perceptible to the human ear, two of these community facilities (Cal State LA and Maranatha High School) are anticipated to experience a permanent noise level increase of 3 dB or more under the dual-bore design variation. Cal State LA is also anticipated to experience a permanent noise level increase of 3 dB or more under the single-bore design variation. Because neither the University nor the school appear to engage in noise-sensitive outdoor activities on a routine basis (events held at the outdoor athletic facilities at these sites are not likely to be noise sensitive because they typically would produce their own noise) or appear to require opening windows for ventilation in lieu of air conditioning, the permanent noise level increase anticipated to occur under either design variation of the Freeway Tunnel Alternative would not affect their ability to serve the community.

- Cal State LA (El Sereno neighborhood)
- Roosevelt Elementary School, Friends Western School, and Maranatha High School (City of Pasadena)
- **Long-Term Traffic/Access Effects on Community Facilities:** In the long term, operation of either design variation of the Freeway Tunnel Alternative would not impact access to/from the driveways of any of the community facilities near the improvements. As a result, neither design variation of the Freeway Tunnel Alternative would result in long-term traffic and transportation impacts at community facilities.
- **Permanent Effects on Parking at Community Facilities:** The Freeway Tunnel Alternative improvements would not require the permanent acquisition of parking spaces from any community facilities.

6.5.6.2 Alhambra

Temporary Impacts

- **Utilities:** As described in Tables 6.5.7 and 6.5.8, the single-bore and dual-bore design variations, respectively, of the Freeway Tunnel Alternative would require the relocation of a sewer in the City of Alhambra.
- **Emergency Service Providers:** As described in Section 6.3.6.2, construction of the roadway improvements included as part of the single-bore design variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at six locations and detours in eight locations in the City of Alhambra. As detailed in Section 6.3.7.2, construction of the roadway improvements included as part of the dual-bore design variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at four locations and detours in nine locations in the City of Alhambra. Emergency service providers, including the Alhambra Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these road closures and lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Alhambra Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Alhambra during construction of the improvements included in either design variation of the Freeway Tunnel Alternative.

- **Community Facilities and Services:** As discussed previously in Section 5.3.5, there are multiple facilities in the City of Alhambra within 0.5 mi of the Freeway Tunnel Alternative: 1 police station, 4 fire stations, 1 library, 2 other government facilities, 3 hospital facilities, 32 places of worship, 12 public schools, 5 private schools, 7 parks, and 2 recreation facilities. Of these facilities, 1 place of worship is within 500 ft of the surface improvements proposed under both design variations of the Freeway Tunnel Alternative. Table 6.5.9 provides a description of the potential direct and/or indirect impacts of the Freeway Tunnel Alternative on this facility. Unless otherwise noted in Table 6.5.9, the potential direct and/or indirect impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services would be similar.

There are no police stations, fire station, libraries, hospital facilities, homeless service providers, public schools, private schools, parks, recreation facilities, community centers, or other government facilities in the City of Alhambra within 500 ft of the surface improvements proposed under either design variation of the Freeway Tunnel Alternative. Therefore, no such facilities in Alhambra would be directly or indirectly impacted by either design variation of the Freeway Tunnel Alternative.

Permanent Impacts

- **Utilities:** The Freeway Tunnel Alternative improvements with the single-bore and dual-bore design variations would not result in effects to utility facilities in the City of Alhambra beyond the effects listed in Tables 6.5.7 and 6.5.8 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Sections 6.3.6.2 and 6.3.7.2, neither design variation of the Freeway Tunnel Alternative would result in permanent changes in access for motorists in Alhambra. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Alhambra.
- **Community Facilities and Services:** The potential permanent impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services in the City of Alhambra are described in Table 6.5.9 and were summarized earlier in Section 6.5.6.1, Summary of Impacts.

6.5.6.3 El Sereno

Temporary Impacts

- **Utilities:** As described in Tables 6.5.7 and 6.5.8, the single-bore and dual-bore design variations, respectively, of the Freeway Tunnel Alternative would require the relocation or protection in place of electric, water, sewer, telecommunications, and natural gas utilities in the neighborhood of El Sereno. In addition, both design variations would require the relocation or protection in place of streetlights in El Sereno.
- **Emergency Service Providers:** As described in Section 6.3.6.3, construction of the roadway improvements included as part of the single-bore design variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at six locations and detours in eight locations in the neighborhood of El Sereno. As detailed in Section 6.3.7.3, construction of the roadway improvements included as part of the dual-bore design

variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at four locations and detours in nine locations in the neighborhood of El Sereno. Emergency service providers, including the Los Angeles Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these road closures and lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Los Angeles Police and Fire Departments, would minimize temporary delays in emergency response times in the neighborhood of El Sereno during construction of the improvements included in either design variation of the Freeway Tunnel Alternative.

- **Community Facilities and Services:** As discussed previously in Section 5.13.5, there are multiple facilities in the neighborhood of El Sereno within 0.5 mi of the Freeway Tunnel Alternative: 1 fire station, 1 library, 8 places of worship, 8 public schools, 1 private school, 1 university, and 2 parks. Of these facilities, 1 university and 1 park are within 500 ft of the surface improvements proposed under both design variations of the Freeway Tunnel Alternative. Table 6.5.9 provides a description of the potential direct and/or indirect impacts of the Freeway Tunnel Alternative on these facilities. Unless otherwise noted in Table 6.5.9, the potential direct and/or indirect impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services would be similar.

There are no police stations, fire stations, libraries, places of worship, hospital facilities, homeless service providers, community centers, recreation facilities, or other government facilities in the neighborhood of El Sereno within 500 ft from the surface improvements proposed under either design variation of the Freeway Tunnel Alternative. Therefore, no such facilities in El Sereno would be directly or indirectly impacted by either design variation of the Freeway Tunnel Alternative.

Permanent Impacts

- **Utilities:** The Freeway Tunnel Alternative improvements with the single-bore and dual-bore design variations would not result in effects to utility facilities in the neighborhood of El Sereno beyond the effects listed in Tables 6.5.7 and 6.5.8 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Sections 6.3.6.3 and 6.3.7.3, neither design variation of the Freeway Tunnel Alternative would result in permanent changes in access for motorists in El Sereno. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within El Sereno.
- **Community Facilities and Services:** The potential permanent impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services in the neighborhood of El Sereno are described in Table 6.5.9 and were summarized earlier in Section 6.5.6.1, Summary of Impacts.

6.5.6.4 Irwindale

Temporary Impacts

- **Utilities:** Construction of either design variation of the Freeway Tunnel Alternative would not result in temporary effects on utility facilities in the City of Irwindale.

- **Emergency Service Providers:** As described in Sections 6.3.6.4 and 6.3.7.4, the traveling public is not likely to experience any appreciable difference in traffic delays in the City of Irwindale as a result of the rail or truck haul trips associated with the transportation of excavated soil from the tunnel portal areas to disposal sites in Irwindale. Therefore, construction of the Freeway Tunnel Alternative improvements is not anticipated to result in any delays for emergency service providers in the City of Irwindale.
- **Community Facilities and Services:** Construction of either design variation of the Freeway Tunnel Alternative would not directly or indirectly impact any community facilities in the City of Irwindale.

Permanent Impacts

- **Utilities:** Neither design variation of the Freeway Tunnel Alternative improvements would result in permanent effects on utility facilities in the City of Irwindale.
- **Emergency Service Providers:** As described in Sections 6.3.6.4 and 6.3.7.4, neither design variation of the Freeway Tunnel Alternative would provide any transportation improvements in Irwindale; therefore, neither design variation of the Freeway Tunnel Alternative would result in any permanent effects on access and transportation in the City of Irwindale, degrade emergency response times, or require the construction of new police or fire facilities within the City of Irwindale.
- **Community Facilities and Services:** Operation of either design variation of the Freeway Tunnel Alternative improvements would not directly or indirectly impact any community facilities in the City of Irwindale.

6.5.6.5 Monterey Park

Temporary Impacts

- **Utilities:** The single-bore design variation of the Freeway Tunnel Alternative would not result in utility impacts in the City of Monterey Park. As described in Table 6.5.8, however, the dual-bore design variation of the Freeway Tunnel Alternative would require the relocation of telecommunications utilities in Monterey Park.
- **Emergency Service Providers:** Construction of the roadway improvements included as part of either design variation of the Freeway Tunnel Alternative would not require road closures or lane restrictions that would result in delays in the City of Monterey Park. Therefore, construction of the Freeway Tunnel Alternative improvements is not anticipated to result in any delays for emergency service providers in the City of Monterey Park.
- **Community Facilities and Services:** As discussed previously in Section 5.23.5, there are multiple facilities in the City of Monterey Park within 0.5 mi of the Freeway Tunnel Alternative: 2 police stations, 1 fire station, 1 library, 1 other government facility, 2 hospital facilities, 2 places of worship, 5 public schools, 4 private schools, 1 college, 6 parks, 3 community centers, and 1 recreation facility. Of these facilities, 1 police station and 1 other government facility are within 500 ft of the surface improvements proposed under the dual-bore design variation of the Freeway Tunnel Alternative. Table 6.5.9 provides a description of the potential direct and/or indirect impacts of the Freeway Tunnel Alternative on these facilities.

There are no fire stations, libraries, places of worship, hospital facilities, homeless service providers, public schools, private schools, colleges, parks, community centers, or recreation facilities in the City of Monterey Park within 500 ft of the surface improvements proposed under the Freeway Tunnel Alternative. Therefore, no such facilities in Monterey Park would be directly or indirectly impacted by either design variation of the Freeway Tunnel Alternative.

Permanent Impacts

- **Utilities:** The Freeway Tunnel Alternative improvements with the single-bore design variation would not result in effects to utility facilities in the City of Monterey Park. The Freeway Tunnel Alternative improvements with the dual-bore design variation would not result in effects to utility facilities in the City of Monterey Park beyond the effects listed in Table 6.5.7 that would occur during construction of those improvements.
- **Emergency Service Providers:** Neither design variation of the Freeway Tunnel Alternative would result in permanent changes in access for motorists in Monterey Park. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Monterey Park.
- **Community Facilities and Services:** The potential permanent impacts of the dual-bore design variation of the Freeway Tunnel Alternative on community facilities and services in the City of Monterey Park are described in Table 6.5.9 and were summarized earlier in Section 6.5.6.1, Summary of Impacts. No community facilities in Monterey Park are within 500 ft of the surface improvements proposed under the single-bore design variation of the Freeway Tunnel Alternative.

6.5.6.6 Pasadena

Temporary Impacts

- **Utilities:** As described in Tables 6.5.7 and 6.5.8, the single-bore and dual-bore design variations of the Freeway Tunnel Alternative would require the relocation or protection in place of electric, water, sewer, telecommunications, and natural gas utilities in the City of Pasadena. Both design variations would also require the relocation of streetlights in Pasadena.
- **Emergency Service Providers:** As described in Section 6.3.6.5, construction of the roadway improvements included as part of the single-bore design variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at 6 locations and detours in 13 locations in the City of Pasadena. As detailed in Section 6.3.7.5, construction of the roadway improvements included as part of the dual-bore design variation of the Freeway Tunnel Alternative would require road closures and lane restrictions that would result in delays at 6 locations and detours in 13 locations in the City of Pasadena. Emergency service providers, including the Pasadena Police and Fire Departments, could experience minor delays (5 minutes or less) when traveling to/from emergency scenes while these road closures and lane restrictions are in effect. Implementation of the TMP, which would be developed in consultation with the Pasadena Police and Fire Departments, would minimize temporary delays in emergency response times in the City of Pasadena during construction of the improvements included in either design variation of the Freeway Tunnel Alternative.
- **Community Facilities and Services:** As discussed previously in Section 5.24.5, there are multiple facilities in the City of Pasadena within 0.5 mi of the Freeway Tunnel Alternative: 1 police

station, 4 fire stations, 4 libraries, 3 other government facilities, 1 hospital facility, 13 places of worship, 8 homeless service providers, 5 public schools, 17 private schools, 3 colleges, 13 parks, 4 community centers, and 2 recreation facilities. Of these facilities, 1 public school, 4 private schools, and 1 park are within 500 ft of the surface improvements proposed under both design variations of the Freeway Tunnel Alternative. Table 6.5.9 provides a description of the potential direct and/or indirect impacts of the Freeway Tunnel Alternative on these facilities. Unless otherwise noted in Table 6.5.9, the potential direct and/or indirect impacts of each design variation of the Freeway Tunnel Alternative on community facilities and services would be similar.

There are no police stations, fire stations, libraries, homeless service providers, colleges, community centers, recreation facilities, or other government facilities in the City of Pasadena within 500 ft of the surface improvements proposed under either design variation of the Freeway Tunnel Alternative. Therefore, no such facilities in Pasadena would be directly or indirectly impacted by either design variation of the Freeway Tunnel Alternative.

Permanent Impacts

- **Utilities:** The Freeway Tunnel Alternative improvements with the single-bore and dual-bore design variations would not result in effects to utility facilities in the City of Pasadena beyond the effects listed in Tables 6.5.7 and 6.5.8 that would occur during construction of those improvements.
- **Emergency Service Providers:** As described in Sections 6.3.6.5 and 6.3.7.5, neither design variation of the Freeway Tunnel Alternative would result in permanent changes in access for motorists in Pasadena. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services in the City of Pasadena are described in Table 6.5.9 and were summarized earlier in Section 6.5.6.1, Summary of Impacts.

6.5.6.7 South Pasadena

Temporary Impacts

- **Utilities:** Neither design variation of the Freeway Tunnel Alternative would require the relocation or removal of utilities in the City of South Pasadena.
- **Emergency Service Providers:** Construction of the roadway improvements included as part of either design variation of the Freeway Tunnel Alternative would not require road closures or lane restrictions that would result in delays in the City of South Pasadena. Therefore, construction of the Freeway Tunnel Alternative improvements is not anticipated to result in any delays for emergency service providers in the City of South Pasadena.
- **Community Facilities and Services:** As discussed previously in Section 5.30.5, there are multiple facilities in the City of South Pasadena within 0.5 mi of the Freeway Tunnel Alternative: 1 police station, 1 fire station, 1 library, 1 other government facility, 3 places of worship, 4 public schools, 3 private schools, 5 parks, 1 community center, and 1 recreation facility. None of these

facilities are within 500 ft of the surface improvements proposed under either design variation of the Freeway Tunnel Alternative.

Because there are no community facilities in the City of South Pasadena within 500 ft of the surface improvements proposed under either design variation of the Freeway Tunnel Alternative, no such facilities in South Pasadena would be directly or indirectly impacted by either design variation of the Freeway Tunnel Alternative.

Permanent Impacts

- **Utilities:** The Freeway Tunnel Alternative improvements with the single-bore and dual-bore design variations would not result in effects to utility facilities in the City of South Pasadena because no utility facilities are within the footprint of those improvements in South Pasadena.
- **Emergency Service Providers:** As described in Sections 6.3.6.6 and 6.3.7.6, neither design variation of the Freeway Tunnel Alternative would result in permanent changes in access for motorists in South Pasadena. Therefore, operation of the Freeway Tunnel Alternative improvements would not degrade emergency response times or require the construction of new police or fire facilities within the City of South Pasadena.
- **Community Facilities and Services:** The potential permanent impacts of both design variations of the Freeway Tunnel Alternative on community facilities and services in the City of South Pasadena are described in Table 6.5.9 and were summarized earlier in Section 6.5.6.1, Summary of Impacts.

Because there are no community facilities in the City of South Pasadena within 500 ft of the improvements proposed under either design variation of the Freeway Tunnel Alternative, neither design variation of the Freeway Tunnel Alternative would result in any permanent impacts on such facilities in South Pasadena.

TABLE 6.5.1:

Potential Effects on Utilities During Construction of the TSM/TDM Alternative

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
Alhambra Utilities Department	Alhambra	4" CIP Water	Will be protected in place during construction
		12" VCP Sewer (ABAND)	Will be protected in place during construction
		8" VCP	Will be protected in place during construction
		12" UNK (ABAND)	Will be protected in place during construction
AT&T	Alhambra	2 Overhead Telecom	Will be relocated with power pole
	Eagle Rock	1 Overhead Telecom	Will be relocated with power pole
	El Sereno	1 Overhead Telecom	Will be relocated with power pole
	Pasadena	1 Overhead Telecom	Will be relocated with another pole
	Rosemead	12 Overhead Telecom	Will be relocated with power pole
	San Gabriel	2 Power Poles	Will be relocated to fit within proposed sidewalk
		4 Overhead Telecom	Will be relocated with power pole
South Pasadena	2 Overhead Telecom	Will be relocated with power pole	
Los Angeles Department of Water and Power	Eagle Rock	1 Power Pole	Will be relocated to fit within proposed sidewalk
		1 Overhead Electric	Will be relocated with power pole
	El Sereno	2 Power Poles	Will be relocated to fit within proposed sidewalk
		2 Overhead Electric	Will be relocated with power pole
Metropolitan Water District	Alhambra	60" Water	Will be protected in place during construction
City of Pasadena Power Department	Pasadena	3 Power Poles	Will be relocated to fit within proposed sidewalk
		3 Overhead Electric	Will be relocated with power pole
Southern California Edison	Alhambra	4 Power Poles	Will be relocated to fit within proposed sidewalk
		4 Overhead Electric	Will be relocated with power pole
	Rosemead	4 Power Poles	Will be relocated to fit within proposed sidewalk
		11 Overhead Electric	Will be relocated with power pole
	San Gabriel	2 Power Poles	Will be relocated to fit within proposed sidewalk
		2 Overhead Electric	Will be relocated with power pole
	South Pasadena	1 Power Pole	Will be relocated to fit within proposed sidewalk
		1 Overhead Electric	Will be relocated with power pole
Time Warner Cable	Alhambra	1 Overhead Telecom	Will be relocated with power pole

 Source: *Project Report* (CH2M HILL 2014).

ABAND = abandoned

CIP = cast-iron pipe

TSM/TDM = Transportation System Management/Transportation Demand Management

VCP = vitrified clay pipe

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
ALHAMBRA	
Fire Stations	
Fire Station No. 74, 2505 West Norwood Place, Alhambra	<p>This facility is approximately 100 feet from the nearest improvements under the TSM/TDM Alternative (L-2c Improvements, Fremont Avenue from Mission Road to Valley Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative would not impact access to/from the driveways at this fire station. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this fire station.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>
Other Government Facilities	
Los Angeles County Superior Court, 150 West Commonwealth Avenue, Alhambra	<p>This facility is approximately 400 feet from the nearest improvements under the TSM/TDM Alternative (I-16 Improvements, Garfield Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Places of Worship	
Alhambra Christian Center, 538 South Stoneman Avenue, Alhambra	<p>This facility is approximately 175 feet from the nearest improvements under the TSM/TDM Alternative (I-16 Improvements, Garfield Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Alhambra Foursquare Church, 1495 Westminster Avenue, Alhambra	<p>This facility is approximately 500 feet from the nearest improvements under the TSM/TDM Alternative (T-1 Improvements, Valley Boulevard-Mission Road connector).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Alhambra True Light Presbyterian Church and the First Taiwanese Presbyterian Church, 20 West Commonwealth Avenue, Alhambra	<p>This facility is approximately 375 feet from the nearest improvements under the TSM/TDM Alternative (I-16 Improvements, Garfield Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
<p>First Presbyterian Church, 60 West Commonwealth Avenue, Alhambra</p>	<p>This facility is approximately 375 feet from the nearest improvements under the TSM/TDM Alternative (I-16 Improvements, Garfield Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
<p>Second Baptist Church, 538 South Stoneman Avenue, Alhambra</p>	<p>This facility is approximately 175 feet from the nearest improvements under the TSM/TDM Alternative (I-16 Improvements, Garfield Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Public Schools	
<p>Fremont Elementary School, 2001 Elm Street, Alhambra</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (I-44 Improvements, Hellman Avenue/Fremont Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Alhambra. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Fremont Elementary School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Alhambra’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase is not anticipated to affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements at the Hellman Avenue/Fremont Avenue intersection would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Parks	
Gateway Plaza Park, Northwest corner of West Valley Boulevard/South Fremont Avenue, Alhambra	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (L-2c Improvements, Fremont Avenue from Mission Road to Valley Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Alhambra. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Gateway Plaza Park would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Alhambra’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, the noise level increase would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements along Fremont Avenue would not impact access to/from this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
EAGLE ROCK	
Fire Stations	
Fire Station No. 42, 2021 Colorado Boulevard, Eagle Rock	<p>This facility is approximately 425 feet from the nearest improvements under the TSM/TDM Alternative (I-45 Improvements, Eagle Rock Boulevard/Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties,</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on Colorado Boulevard would not impact access to/from the driveways at this fire station. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this fire station.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>
<p>Fire Station No. 55, 4455 East York Boulevard, Eagle Rock</p>	<p>This facility is approximately 250 feet from the nearest improvements under the TSM/TDM Alternative (I-2 Improvements, Eagle Rock Boulevard/York Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on York Boulevard would not impact access to/from the driveways at this fire station. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this fire station.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>
Libraries	
<p>Los Angeles City Library – Eagle Rock Branch, 5027 Caspar Avenue, Eagle Rock</p>	<p>This facility is approximately 400 feet from the nearest improvements under the TSM/TDM Alternative (I-45 Improvements, Eagle Rock Boulevard/Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
<p>Place of Worship</p> <p>Highland Park Seventh Day Adventist Church, 5088 North Maywood Avenue, Eagle Rock</p>	<p>This facility is approximately 500 feet from the nearest improvements under the TSM/TDM Alternative (I-45 Improvements, Eagle Rock Boulevard/Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
<p>Saint Dominic’s Church, 2026 Merton Avenue, Eagle Rock</p>	<p>This facility is approximately 400 feet from the nearest improvements under the TSM/TDM Alternative (I-45 Improvements, Eagle Rock Boulevard/Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Public Schools	
<p>California Academy for Liberal Studies and Early College High School, 7350 North Figueroa Street, Eagle Rock</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (L-1 Improvements, Figueroa Street from SR 134 to Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the neighborhood of Eagle Rock and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to California Academy for Liberal Studies and Early College High School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements along Figueroa Street would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Private Schools	
<p>American Montessori Preschool & Elementary, 4475 Eagle Rock Boulevard, Eagle Rock</p>	<p>This school is approximately 350 feet from the nearest improvements under the TSM/TDM Alternative (I-2 Improvements, Eagle Rock Boulevard/York Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, this school would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, this school would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative on York Boulevard would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Saint Dominic Elementary, 2005 Merton Avenue, Eagle Rock	<p>This school is approximately 200 feet from the nearest improvements under the TSM/TDM Alternative (I-45 Improvements, Eagle Rock Boulevard/Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
Parks Richard Alatorre Park, Figueroa Street and SR 134, Eagle Rock	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (L-1 Improvements, Figueroa Street from SR 134 to Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>emissions during construction in the South Coast Air Basin, which includes Eagle Rock and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Richard Alatorre Park would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, the noise level increase would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements along Figueroa Street would not impact access to/from this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
<p>Eagle Rock Recreation Center, 1100 Eagle Vista Drive, Eagle Rock</p>	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (L-1 Improvements, Figueroa Street from SR 134 to Colorado Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes Eagle Rock and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Eagle Rock Recreation Center would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, the noise level increase would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements along Figueroa Street would not impact access to/from the driveways at this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
EL SERENO	
Parks	
El Sereno Arroyo Playground, 5520 Concord Avenue, El Sereno	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (T-1 Improvements, Valley Boulevard-Mission Road connector).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes El Sereno and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to El Sereno Arroyo Playground would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, because this is an active use park that is not considered to be noise sensitive, the TSM/TDM Alternative would not affect the ability of this park to serve the community.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements along Mission Road would not impact access to/from this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls for this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
GLASSELL PARK	
Places of Worship	
<p>Occidental United Presbyterian Church, 4390 York Boulevard, Glassell Park</p>	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-2 Improvements, Eagle Rock Boulevard/York Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes Glassell Park and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Occidental United Presbyterian Church would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles's municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements at the Eagle Rock Boulevard/York Boulevard intersection would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
<p>Private Schools</p> <p>Montessori Children’s World, 4371 Eagle Rock Boulevard, Glassell Park</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (I-2 Improvements, Eagle Rock Boulevard/York Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the neighborhood of Glassell Park and the rest of the City of Los Angeles. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Montessori Children’s World would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements at the Eagle Rock Boulevard/York Boulevard intersection would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
PASADENA	
Libraries	
<p>Pasadena Public Library Allendale Branch, 1130 South Marengo Avenue, Pasadena</p>	<p>This facility is approximately 300 feet from the nearest improvements under the TSM/TDM Alternative (T-2 Improvements, Arroyo Seco Parkway Hook Ramps).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Hospitals	
<p>Huntington Memorial Hospital, 100 West California Boulevard, Pasadena</p>	<p>This facility is approximately 425 feet from the nearest improvements under the TSM/TDM Alternative (T-3 Improvements, St. John Avenue Extension from Del Mar Boulevard to California Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Public Schools	
Blair High School, 1201 South Marengo Avenue, Pasadena	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (T-2 Improvements, Arroyo Seco Parkway Hook Ramps).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Blair High School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, because this school does not appear to engage in noise-sensitive outdoor activities on a routine basis or require opening windows for ventilation in lieu of air conditioning, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Private Schools	
Maranatha High School, 169 South St. John Avenue, Pasadena	<p>This school is approximately 75 feet from the nearest improvements under the TSM/TDM Alternative (T-3 Improvements, St. John Avenue Extension from Del Mar Boulevard to California Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>of Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Maranatha High School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, because this school does not appear to engage in noise-sensitive outdoor activities on a routine basis (events held at the outdoor athletic facility are not likely to be noise sensitive as they typically would produce their own noise) or require opening windows for ventilation in lieu of air conditioning, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements along St. John Avenue would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Sequoyah School, 535 South Pasadena Avenue, Pasadena	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (T-3 Improvements, St. John Avenue Extension from Del Mar Boulevard to California Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Sequoyah School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants)</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, because this school does not appear to engage in noise-sensitive outdoor activities on a routine basis or require opening windows for ventilation in lieu of air conditioning, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements along St. John Avenue would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Parks Allendale Park, 1130 South Marengo Avenue, Pasadena</p>	<p>This park is approximately 235 feet from the nearest improvements under the TSM/TDM Alternative (T-2 Improvements, Arroyo Seco Parkway Hook Ramps).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative approximately 235 ft from this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Allendale Park would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, because this is an active use park that is not considered to be noise sensitive, the noise level increase associated with the TSM/TDM Alternative would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this park would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
<p>Singer Park, California Boulevard/St. John Avenue, Pasadena</p>	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (T-3 Improvements, St. John Avenue Extension from Del Mar Boulevard to California Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative approximately 235 ft from this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Singer Park would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, the noise level increase would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements along St. John Avenue would not impact access to/from this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
ROSEMEAD	
Places of Worship	
<p>Rosemead Korean Seventh Day Adventist Church, 8985 Newby Avenue, Rosemead</p>	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (L-5 Improvements, Rosemead Boulevard from Lower Azusa Road to Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Rosemead. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Rosemead Korean Seventh Day Adventist Church would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Rosemead’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements along Rosemead Boulevard would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
<p>Rosemead United Methodist Church, 9057 Newby Avenue, Rosemead</p>	<p>This facility is approximately 175 feet from the nearest improvements under the TSM/TDM Alternative (L-5 Improvements, Rosemead Boulevard from Lower Azusa Road to Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Homeless Shelters/Services	
<p>American Asian Pacific Ministries, Inc., 4022 North Rosemead Boulevard, Rosemead</p>	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (L-5 Improvements, Rosemead Boulevard from Lower Azusa Road to Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Rosemead. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to American Asian Pacific Ministries, Inc. would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Rosemead’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements along Rosemead Boulevard would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Public Schools	
<p>Rosemead High School, 9063 East Mission Drive, Rosemead</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (L-5 Improvements, Rosemead Boulevard from Lower Azusa Road to Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Rosemead. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Rosemead High School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Rosemead’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements along Rosemead Boulevard would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
SAN GABRIEL	
Police Stations	
<p>San Gabriel Police Station, 625 South Del Mar Avenue, San Gabriel</p>	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-19 Improvements, Del Mar Avenue/Mission Road).</p> <p>Property Acquisition/Easements: Construction of the improvements in the TSM/TDM Alternative would result in the permanent acquisition of 0.02 acre of the landscaped area along Del Mar Avenue on the eastern side of this facility. The permanent use of land from this property would not affect the ability of the Police Department to provide services to the City of San Gabriel from this station.</p> <p>A 0.03-acre TCE would also be required on a portion of the landscaped area on the eastern side of this facility. The area used for the TCE would be returned to the property owner in the same condition or better following construction of the improvements in this area.</p> <p>No permanent easements would be required at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements at the Del Mar Avenue/Mission Road intersection would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Libraries	
<p>San Gabriel Library, 500 South Del Mar Avenue, San Gabriel</p>	<p>This facility is approximately 125 feet from the nearest improvements under the TSM/TDM Alternative (I-19 Improvements, Del Mar Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Rosemead. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to San Gabriel Library would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or</p>

TABLE 6.5.2:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Gabriel’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on Del Mar Avenue would not impact access to/from the driveways at this library. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this library.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this library.</p>
Places of Worship	
Gideon Foursquare Church, 264 East Mission Road, San Gabriel	<p>This facility is approximately 300 feet from the nearest improvements under the TSM/TDM Alternative (I-19 Improvements, Del Mar Avenue/Mission Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
<p>Saint Anthony's Catholic Church, 668 East Marshall Street, San Gabriel</p>	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-22 Improvements, San Gabriel Boulevard/Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Gabriel. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saint Anthony's Catholic Church would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Gabriel's municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Private Schools	
<p>Child's World School, 1540 Manley Drive, San Gabriel</p>	<p>This school is approximately 225 feet from the nearest improvements under the TSM/TDM Alternative (I-43 Improvements, Del Mar Avenue/Valley Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
Saint Anthony School, 1905 South San Gabriel Boulevard, San Gabriel	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (I-22 Improvements, San Gabriel Boulevard/Marshall Street).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Gabriel. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saint Anthony School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Gabriel’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
SAN MARINO	
Police Stations	
San Marino Police Department, 2200 Huntington Drive, San Marino	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-25 Improvements, Huntington Drive/Sierra Madre Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements along Huntington Drive would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Fire Stations	
San Marino Fire Department, 2200 Huntington Drive, San Marino	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-25 Improvements, Huntington Drive/Sierra Madre Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements along Huntington Drive would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Other Government Facilities	
San Marino City Hall, 2200 Huntington Drive, San Marino	<p>This facility adjacent to the improvements under the TSM/TDM Alternative (I-25 Improvements, Huntington Drive/Sierra Madre Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements along Huntington Drive would not impact access to/from the driveways at this</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
<p>Places of Worship Saint Edmund’s Episcopal Church, 1175 San Gabriel Boulevard, San Marino</p>	<p>This facility is approximately 60 feet from the nearest improvements under the TSM/TDM Alternative (I-18 Improvements, Huntington Drive/San Gabriel Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility’s property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Marino. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saint Edmund’s Episcopal Church would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Marino’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements at the Huntington Drive/San Gabriel Boulevard intersection would not impact access to/from the driveways at this church. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this church.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this church.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Saints Felicitas and Perpetua Church, 1180 Palomar Road, San Marino	<p>This facility is adjacent to the improvements under the TSM/TDM Alternative (I-18 Improvements, Huntington Drive/San Gabriel Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Marino. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saints Felicitas and Perpetua Church would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Marino's municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements at the Huntington Drive/San Gabriel Boulevard intersection would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Public Schools	
Carver Elementary School, 3100 Huntington Drive, San Marino	<p>This school is approximately 25 feet from the nearest improvements under the TSM/TDM Alternative (I-18 Improvements, Huntington Drive/San Gabriel Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Marino. Compliance with those measures during construction of the TSM/TDM</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Alternative improvements adjacent to Carver Elementary School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Marino’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements at the Huntington Drive/San Gabriel Boulevard intersection would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Private Schools</p> <p>Saints Felicitas and Perpetua Elementary School, 2955 Huntington Drive, San Marino</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (I-18 Improvements, Huntington Drive/San Gabriel Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Marino. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saints Felicitas and Perpetua Elementary School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Marino’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements at the Huntington Drive/San Gabriel Boulevard intersection would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Recreation Facilities	
<p>San Marino Recreation Department (Stoneman School), 1560 Pasqualito Drive, San Marino</p>	<p>This facility is approximately 125 feet from the nearest improvements under the TSM/TDM Alternative (I-24 Improvements, Huntington Drive/Oak Knoll Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term dust and equipment emissions that could extend into the facility’s property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of San Marino. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to San Marino Recreation Department would substantially reduce the short-term air quality effects on the facility.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the TSM/TDM Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of San Marino’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this facility; however, the noise level increase would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on Huntington Drive would not impact access to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
SOUTH PASADENA	
Police Stations	
South Pasadena Police Department, 1422 Mission Street, South Pasadena	<p>This facility is approximately 375 feet from the nearest improvements under the TSM/TDM Alternative (L-8 Improvements, Fair Oaks Avenue from Grevelia Street to Monterey Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on Fair Oaks Avenue would not impact access impacts to/from the driveways at this facility. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Fire Stations	
South Pasadena Fire Department, 817 Mound Avenue, South Pasadena	<p>This facility is approximately 375 feet from the nearest improvements under the TSM/TDM Alternative (L-8 Improvements, Fair Oaks Avenue from Grevelia Street to Monterey Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the TSM/TDM Alternative improvements on Fair Oaks Avenue would not impact access impacts to/from the driveways at this fire station. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this fire station.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Other Government Facilities	
South Pasadena City Hall, 1414 Mission Street, South Pasadena	<p>This facility is approximately 375 feet from the nearest improvements under the TSM/TDM Alternative (L-8 Improvements, Fair Oaks Avenue from Grevelia Street to Monterey Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Places of Worship	
Oneonto Congregational Church, 2058 Oak Street, South Pasadena	<p>This facility is approximately 400 feet from the nearest improvements under the TSM/TDM Alternative (I-13/I-14/I-25 Improvements, Huntington Drive/Garfield Avenue/Atlantic Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Public Schools	
South Pasadena High School, 1401 Fremont Avenue, South Pasadena	<p>This school is approximately 400 feet from the nearest improvements under the TSM/TDM Alternative (I-9 Improvements, Fremont Avenue/Monterey Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: Based on the distance of this school from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements on Fremont Avenue would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Private Schools Almansor Academy, 1955 Fremont Avenue, South Pasadena</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (L-2a Improvements, Fremont Avenue from Huntington Drive to Alhambra Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of South Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Almansor Academy would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena's municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>improvements on Fremont Avenue would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Saint James Parish Day School, 1325 Monterey Road, South Pasadena</p>	<p>This school is adjacent to the improvements under the TSM/TDM Alternative (I-9 Improvements, Fremont Avenue/Monterey Road).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of South Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to Saint James Parish Day School would substantially reduce the short-term air quality effects on the school.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the TSM/TDM Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this school; however, the noise level increase would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the TSM/TDM Alternative improvements at the Fremont Avenue/Monterey Road intersection would not impact access to/from the driveways at this school. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Parks	
<p>War Memorial Park, 435 Fair Oaks Avenue, South Pasadena</p>	<p>This park is adjacent to the improvements under the TSM/TDM Alternative (T-2 Improvements, Arroyo Seco Parkway Hook Ramps).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the TSM/TDM Alternative.</p> <p>Air Quality: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of South Pasadena. Compliance with those measures during construction of the TSM/TDM Alternative improvements adjacent to War Memorial Park would substantially reduce the short-term air quality effects on the park.</p> <p>In the long term, operation of the TSM/TDM Alternative would result in reduced regional vehicle and GHG emissions in 2020 and 2035 compared to existing 2012 and 2020 and 2035 No Build Alternative conditions. Operation of the TSM/TDM Alternative in 2020 and 2035 would result in reduced MSAT emissions compared to existing 2012 conditions; no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions; and no change or minor increases or reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2035 No Build Alternative conditions. As a result, operation of the TSM/TDM Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the TSM/TDM Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena’s municipal noise ordinance. The TSM/TDM Alternative is anticipated to result in a permanent noise level increase at this park; however, the noise level increase would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the TSM/TDM Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the TSM/TDM Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the TSM/TDM Alternative improvements on Fair Oaks Avenue would not impact access to/from the driveways at this park. As a result, the TSM/TDM Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
Recreation Facilities	
<p>YMCA South Pasadena/San Marino, 1605 Garfield Avenue, South Pasadena</p>	<p>This facility is approximately 150 feet from the nearest improvements under the TSM/TDM Alternative (I-13/I-14/I-25 Improvements, Huntington Drive/Garfield Avenue/Atlantic Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the TSM/TDM Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the TSM/TDM Alternative.</p>

TABLE 6.5.2:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the TSM/TDM Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: Based on the distance of this facility from the nearest construction of any TSM/TDM Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the TSM/TDM Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the TSM/TDM Alternative improvements or by traffic during operation of those improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the TSM/TDM Alternative.</p> <p>Parking: The TSM/TDM Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the TSM/TDM Alternative would not result in any direct or indirect impacts that would affect access to, parking for, or result in full or partial acquisition of land from this facility.</p>

Source: LSA Associates, Inc. (2014).

¹ Refer to Figures 6.5-1 and 6.5-2 for the locations of the community services and facilities within 500 feet of the TSM/TDM Alternative improvements cited in this table.

N/A = not applicable

TCEs = temporary construction easements

No. = Number

TSM/TDM = Transportation System Management/Transportation Demand Management

SR 134 = State Route 134

YMCA = Young Men’s Christian Association

TABLE 6.5.3:
Potential Effects on Utilities During Construction of the BRT Alternative

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
AT&T	Alhambra	1 Overhead Telecom	Will be relocated with pole
	East Los Angeles	1 Overhead Fiber	Will be relocated with pole
	East Los Angeles	4 Overhead Telecom	Will be relocated with pole
	Monterey Park	2 Overhead Telecoms	Will be relocated with pole
	South Pasadena	2 Overhead Telecoms	Will be relocated with pole
Southern California Edison	Alhambra	3 Power Poles	Will be relocated to fit within proposed sidewalk
	Alhambra	1 Overhead Electric	Will be relocated with pole
	East Los Angeles	9 Power Poles	Will be relocated to fit within proposed sidewalk
	East Los Angeles	5 Overhead Electric	Will be relocated with pole
	Monterey Park	3 Power Poles	Will be relocated to fit within proposed sidewalk
	Monterey Park	2 Overhead Electric	Will be relocated with pole
	South Pasadena	2 Power Poles	Will be relocated to fit within proposed sidewalk
	South Pasadena	2 Overhead Electric	Will be relocated with pole
Time Warner Cable	South Pasadena	2 Overhead Telecom	Will be relocated with pole
Verizon Wireless	East Los Angeles	1 Overhead Telecom	Will be relocated with pole
XO Communication	East Los Angeles	1 Overhead Telecom	Will be relocated with pole

Source: *Project Report* (CH2M HILL 2014).
 BRT = Bus Rapid Transit

TABLE 6.5.4:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
ALHAMBRA	
Places of Worship	
Bethany Church of Alhambra, 77 North Olive Avenue, Alhambra	<p>This facility is approximately 350 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard/Main Street station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
First Baptist Church, 137 South Atlantic Boulevard, Alhambra	<p>This facility is approximately 125 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard/Main Street station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Alhambra. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of First Baptist Church would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>limited to the hours set forth in the City of Alhambra’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this facility.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this church. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this church.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this church.</p>
Temple Beth Torah, 269 South Atlantic Boulevard, Alhambra	<p>This facility is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this temple. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this temple.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this temple.</p>
Public Schools	
William Northrup Elementary School, 409 South Atlantic Boulevard, Alhambra	<p>This school is adjacent to the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Alhambra. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of William Northrup Elementary School would substantially reduce the short-term air quality effects on the school.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Alhambra’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this school. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
EAST LOS ANGELES	
Places of Worship	
<p>Beverly Orthodox Presbyterian Church, 347 South Woods Avenue, East Los Angeles</p>	<p>This facility is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
El Camino Baptist Church, 495 South Woods Avenue, East Los Angeles	<p>This facility is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Saint Alphonsus Catholic Church, 541 Amalia Avenue, East Los Angeles	<p>This facility is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Saint Alphonsus Catholic Church would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this facility to serve the community as a place of worship.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on Atlantic Boulevard would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
<p>Public Schools</p> <p>Fourth Street Elementary School, 420 South Amalia Avenue, East Los Angeles</p>	<p>This school is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction and operation of any BRT Alternative improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
<p>Garfield High School, 5101 East 6th Street, East Los Angeles</p>	<p>This school is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction and operation of any BRT Alternative improvements, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>KIPP Raices Academy, 668 South Atlantic Boulevard, East Los Angeles</p>	<p>This school is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of KIPP Raices Academy would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary</p>

TABLE 6.5.4:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this school. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Media Arts High School, 5156 Whittier Boulevard, East Los Angeles</p>	<p>This school is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements and Atlantic Boulevard/Whittier Boulevard station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Media Arts High School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this school. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this school.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Private Schools	
<p>Saint Alphonsus Elementary, 552 South Amalia Avenue, East Los Angeles</p>	<p>This school is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Saint Alphonsus Elementary School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Parks	
<p>Atlantic Avenue Park, 570 South Atlantic Boulevard, East Los Angeles</p>	<p>This park is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Atlantic Avenue Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the BRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this park; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this park. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
Community Centers	
<p>Bienvenidos – East Los Angeles Family Preservation, 5257 East Beverly Boulevard, East Los Angeles</p>	<p>This facility is approximately 500 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses and the fact that community centers are not noise-sensitive land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
MONTEREY PARK	
Hospitals	
Monterey Park Hospital, 900 South Atlantic Boulevard, Monterey Park	<p>This facility is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Monterey Park. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Monterey Park Hospital would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Monterey Park's municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
<p>Private Schools Happy Day, Inc., 507 North Chandler Avenue, Monterey Park</p>	<p>This school is approximately 325 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Monterey Park. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Happy Day, Inc. would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Monterey Park’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
<p>Saint Thomas Aquinas School, 1501 South Atlantic Boulevard, Monterey Park</p>	<p>This school is adjacent to the improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Monterey Park. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Saint Thomas Aquinas School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Monterey Park’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from the driveways at this school. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Colleges and Universities East Los Angeles College, 1301 Avenue Cesar Chavez, Monterey Park</p>	<p>This school is approximately 300 feet from the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements and Atlantic Boulevard/Avenida Cesar Chavez station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operation air quality effects under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Monterey Park’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Parks	
<p>Cascades Park, 700 South Atlantic Boulevard, Monterey Park</p>	<p>This park is crossed by the nearest improvements under the BRT Alternative (Atlantic Boulevard improvements).</p> <p>Property Acquisition/Easements: The BRT Alternative would result in the acquisition of 0.011 ac of land from two areas in Cascades Park. The areas in Cascades Park proposed for acquisition under the BRT Alternative currently consist of sidewalks with grass/turf on each side. The sidewalks would be replaced as part of the BRT Alternative, and the grass/turf disturbed during construction and not in the areas included in the permanent right-of-way for the BRT Alternative would be replaced. As a result, the acquisition of 0.011 ac of land from Cascades Park by the BRT Alternative would be a minimal impact that would not be considered adverse.</p> <p>The BRT Alternative would also result in TCEs on 0.02 ac of land in Cascades Park to accommodate the construction of the dedicated bus lanes and the replacement of sidewalks at two areas in the park. The construction of dedicated bus lanes on this segment of Atlantic Boulevard and replacement sidewalks in Cascades Park would take several months. The land being used for the TCEs would be returned to a condition that is at least as good as that which existed prior to the project following completion of the construction of the BRT Alternative in this area.</p> <p>The BRT Alternative would not require any permanent easements at Cascades Park.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Monterey Park. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Cascades Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this park.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: During construction of the BRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Monterey Park’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this park; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the BRT Alternative improvements on South Atlantic Boulevard would not impact access to/from this park. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
PASADENA	
Fire Stations	
Fire Station No. 31, 135 South Fair Oaks Avenue, Pasadena	<p>This facility is approximately 500 feet from the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on South Fair Oaks Avenue would not impact access to/from the driveways at this fire station. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this fire station.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>
Fire Station No. 34, 1360 East Del Mar Boulevard, Pasadena	<p>This facility is adjacent to the improvements under the BRT Alternative (Del Mar Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on East Del Mar Boulevard would not impact access to/from the driveways at this fire station. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this fire station.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this fire station.</p>
Libraries	
Pasadena Public Library, Hill Avenue Branch, 55 South Hill Avenue, Pasadena	<p>This facility is approximately 275 feet from the nearest improvements under the BRT Alternative (Colorado Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality noise effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvement and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this library.</p>
Hospitals	
Huntington Memorial Hospital, 100 West California Boulevard, Pasadena	<p>This facility is adjacent to the improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/California Boulevard station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Huntington Memorial Hospital would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on Fair Oaks Avenue would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Places of Worship	
Hill Avenue Grace Lutheran Church, 41 North Hill Avenue, Pasadena	<p>This facility is approximately 300 feet from the nearest improvements under the BRT Alternative (Colorado Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Holliston United Methodist Church, 1305 East Colorado Boulevard, Pasadena	<p>This facility is approximately 300 feet from the nearest improvements under the BRT Alternative (Colorado Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality noise effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvement and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on East Colorado Boulevard would not impact access to/from the driveways at this church. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this church.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this church.</p>
<p>Knox Presbyterian Church, 1387 East Del Mar Boulevard, Pasadena</p>	<p>This facility is approximately 25 feet from the nearest improvements under the BRT Alternative (Del Mar Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Knox Presbyterian Church would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena's municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this facility.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on Hill Avenue and Del Mar Boulevard would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
<p>Saint Philip Roman Catholic Church, 147 South Hill Avenue, Pasadena</p>	<p>This facility is approximately 400 feet from the nearest improvements under the BRT Alternative (Del Mar Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operation air quality effects under the BRT Alternative.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this facility.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Public Schools	
<p>Rose City High School, 351 Hudson Avenue, Pasadena</p>	<p>This school is approximately 350 feet from the nearest improvements under the BRT Alternative (Del Mar Boulevard/Lake Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality noise effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvement and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Private Schools	
<p>Grace Christian Academy, 73 North Hill Avenue, Pasadena</p>	<p>This school is approximately 400 feet from the nearest improvements under the BRT Alternative (Colorado Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this school from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
<p>Pasadena Montessori, 280 South Los Robles, Pasadena</p>	<p>This school is approximately 50 feet from the nearest improvements under the BRT Alternative (Del Mar Boulevard/Los Robles Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Pasadena Montessori School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on Del Mar Boulevard would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Colleges and Universities	
California Institute of Technology, 1200 East California Boulevard, Pasadena	<p>This school is approximately 200 feet from the nearest improvements under the BRT Alternative (Del Mar Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality noise effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvement and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Pasadena City College, 1570 East Colorado Boulevard, Pasadena	<p>This school is approximately 125 feet from the nearest improvements under the BRT Alternative (Colorado Boulevard/Hill Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Pasadena City College would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this school would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Parks	
Central Park, 275 South Raymond Avenue, Pasadena	<p>This park is adjacent to the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/Del Mar Boulevard station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of Central Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the BRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this park.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the BRT Alternative improvements on Del Mar Boulevard would not impact access to/from this park. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
Community Centers	
El Centro De Acción Social, 37 East Del Mar Boulevard, Pasadena	<p>This facility is adjacent to the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/Del Mar Boulevard station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility’s property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of El Centro De Acción Social would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. The BRT Alternative is not anticipated to result in a permanent noise level increase at this facility.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on Del Mar Boulevard would not impact access to/from this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
SOUTH PASADENA	
Police Stations	
South Pasadena Police Department, 1422 Mission Street, South Pasadena	<p>This facility is approximately 350 feet from the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/Mission Street station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Fire Stations	
South Pasadena Fire Department, 817 Mound Avenue, South Pasadena	<p>This facility is approximately 350 feet from the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/Mission Street station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Other Government Facilities	
South Pasadena City Hall, 1414 Mission Street, South Pasadena	<p>This facility is approximately 350 feet from the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements and Fair Oaks Avenue/Mission Street station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Places of Worship	
<p>Calvary Presbyterian Church, 1060 Fremont Avenue, South Pasadena</p>	<p>This facility is approximately 400 feet from the nearest improvements under the BRT Alternative (Fair Oaks Avenue improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
<p>Oneonto Congregational Church, 2058 Oak Street, South Pasadena</p>	<p>This facility is approximately 450 feet from the nearest improvements under the BRT Alternative (Garfield Avenue improvements and Huntington Drive/Garfield Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the BRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any BRT Alternative improvements and BRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the BRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the BRT Alternative improvements or by buses operating under the BRT Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the BRT Alternative.</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Public Schools	
<p>South Pasadena Middle School, 1500 Fair Oaks Avenue, South Pasadena</p>	<p>This school is adjacent to the improvements under the BRT Alternative (Fair Oaks Avenue improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of South Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of South Pasadena Middle School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the BRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 3 dB at this school; however, because this school does not appear to engage in noise-sensitive outdoor activities on a routine basis or require opening windows for ventilation in lieu of air conditioning, the noise level increase associated with the BRT Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of TMPs and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the BRT Alternative improvements on Fair Oaks Avenue would not impact access to/from the driveways at this school. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>

TABLE 6.5.4:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Parks	
<p>War Memorial Park, 435 Fair Oaks Avenue, South Pasadena</p>	<p>This park is adjacent to the improvements under the BRT Alternative (Fair Oaks Avenue improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of South Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of War Memorial Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the BRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this park; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of TMPs and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the BRT Alternative improvements on Fair Oaks Avenue would not impact access to/from the driveways at this park. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
Recreation Facilities	
<p>YMCA South Pasadena/San Marino, 1605 Garfield Avenue, South Pasadena</p>	<p>This facility is approximately 150 feet from the nearest improvements under the BRT Alternative (Garfield Avenue improvements and Huntington Drive/Garfield Avenue station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the BRT Alternative.</p> <p>Air Quality: Construction of the improvements in the BRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility’s property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of</p>

TABLE 6.5.4:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the BRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>South Pasadena. Compliance with those measures during construction of the BRT Alternative facilities in the vicinity of YMCA South Pasadena/San Marino would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the BRT Alternative in 2020 would result in reduced regional vehicle emissions compared to existing 2012 and 2020 No Build Alternative conditions. Operation of the BRT Alternative in 2035 would result in decreases in regional vehicle emissions compared to existing 2012 conditions and minor increases or decreases in regional vehicle emissions compared to the 2035 No Build Alternative conditions. Operation of the BRT Alternative in 2020 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2020, the BRT Alternative would result in no change or minor reductions in MSAT emissions (depending on the individual MSAT pollutants) compared to 2020 No Build Alternative conditions. In 2035, the BRT Alternative would result in minor increases or decreases or no change in MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative condition. As a result, operation of the BRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the BRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of South Pasadena’s municipal noise ordinance. The BRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the BRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the BRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of TMPs and requirements to maintain access to all adjacent properties, construction of the BRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the BRT Alternative improvements on Garfield Avenue would not impact access to/from the driveways at this facility. As a result, the BRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The BRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the BRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>

Source: LSA Associates, Inc. (2014).

¹ Refer to Figures 6.5-3 and 6.5-4 for the locations of the community services and facilities within 500 feet of the BRT Alternative improvements cited in this table.

ac = acre(s)

BRT = Bus Rapid Transit

dB = decibels

TCEs = temporary construction easements

YMCA = Young Men’s Christian Association

TABLE 6.5.5:
Potential Effects on Utilities During Construction of the LRT Alternative

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
AT&T	Alhambra	2" Telephone Conduit	Will be relocated east of Fremont Avenue and may require an easement
	El Sereno	14" Telephone Conduit	Will be protected in place during construction
	Monterey Park	7" Telephone Conduit	Will be relocated south of Corporate Center Drive
	Pasadena	1-4" Telephone Conduit	Will be relocated east or west of Raymond Avenue and may require an easement
California Water Service	East Los Angeles	8" Water Line	Will be relocated east or west of proposed bent along Mednik Avenue
	East Los Angeles	2" Water Line (2 locations)	Will be relocated north or south of proposed bent
Charter Communications	Pasadena	1-4" TV Conduit	Will be relocated north or south of Fillmore Street and may require an easement
City of Alhambra	Alhambra	15" Sewer	Will be relocated east or west of Fremont Avenue and may require an easement
	Alhambra	8" Water	Will be relocated east or west of Fremont Avenue and may require an easement
	Alhambra	12" Water	Will be relocated east or west of Fremont Avenue and may require an easement
City of Los Angeles – Bureau of Sanitation	El Sereno	8" Sewer (ABAND) (1 location)	Will be protected in place during construction
	El Sereno	8" Sewer (3 locations)	Will be protected in place during construction
City of Monterey Park	Monterey Park	10" VCP Sewer	Will be protected in place during construction
City of Pasadena	Pasadena	16" Sewer	Will be relocated east or west of Raymond Avenue and may require an easement
	Pasadena	24" Sewer	Will be relocated east or west of Raymond Avenue and may require an easement
	Pasadena	8" Sewer	Will be relocated north or south of Fillmore Street and may require an easement
City of Pasadena – Power Department	Pasadena	Underground Electric Line (2 locations)	Will be relocated east or west of Raymond Avenue and may require an easement
	Pasadena	Underground Electric Line (2 locations)	Will be relocated north of Fillmore Street and may require an easement
City of Pasadena – Water Department	Pasadena	4" Water	Will be protected in place during construction
	Pasadena	16" Water	Will be relocated east of Raymond Avenue and may require an easement
	Pasadena	6" Water	Will be relocated north or south of Fillmore Street and may require an easement
City of South Pasadena	South Pasadena	8" Water (3 locations)	Will be relocated east or west of Fair Oaks Avenue
	South Pasadena	8" Sewer	Will be protected in place during construction
	South Pasadena	6" Water	Will be relocated north or south of Mission Street, and may require an easement
	South Pasadena	6" Water	Will be relocated north or south of Spruce Street
	South Pasadena	16" Sewer	Will be protected in place during construction
	South Pasadena	4" Water	Will be relocated west of Fair Oaks Avenue and may require an easement
	South Pasadena	4" Water	Will be relocated east or west of Fair Oaks Avenue
	South Pasadena	8" Sewer	Will be relocated east or west of Fair Oaks Avenue and may require an easement
Crown Castle	South Pasadena	Fiber-Optic	Will be relocated west of Fair Oaks Avenue and may require an easement
	South Pasadena	Fiber-Optic	Will be protected in place during construction
	South Pasadena	Fiber-Optic	Will be relocated west of Mission Street and may require an easement
Los Angeles County Sanitation District	East Los Angeles	8" sewer	Will be protected in place during construction
	East Los Angeles	8" sewer	Will be relocated north or south of proposed bent along Fisher Street

**TABLE 6.5.5:
Potential Effects on Utilities During Construction of the LRT Alternative**

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
Los Angeles Department of Water and Power	El Sereno	2 Overhead Electric Lines	Will be relocated with pole
	El Sereno	3 Power Poles	Will be relocated north or south of Valley Boulevard to fit within proposed bridge
	El Sereno	4" Water	Will be protected in place during construction
	El Sereno	8" Water	Will be protected in place during construction
Level 3 Communications	Pasadena	(2) 4-1.5" Fiber-Optic	Will be relocated north of Fillmore Street and may require an easement
	Pasadena	(2) 4-1.5" Fiber-Optic	Will be protected in place during construction
Southern California Edison	Alhambra	Underground Street Light	Will be relocated east of Fremont Avenue and may require an easement
	Alhambra	Underground Conduit	Will be protected in place during construction
Southern California Gas	Alhambra	2" Natural Gas Line	Will be relocated east of Fremont Avenue and may require an easement
	East Los Angeles	4" Natural Gas Line	Will be relocated east or west of proposed bent along Mednik Avenue
	East Los Angeles	4" Natural Gas Line	Will be relocated north or south of proposed bent along Dozier Street
	El Sereno	4" Natural Gas Line (ABAND)	Will be relocated east or west of Charnwood Avenue
	El Sereno	4" Natural Gas Line	Will be protected in place during construction
	El Sereno	3" Natural Gas Line	Will be protected in place during construction
	South Pasadena	6" Natural Gas Line	Will be protected in place during construction
	South Pasadena	3" Natural Gas Line	Will be relocated west of Fair Oaks Avenue and may require an easement
	Pasadena	12" Natural Gas Line	Will be relocated east or west of Raymond Avenue and may require an easement
	Verizon Wireless	East Los Angeles	4" Fiber-Optic Conduit

Source: *Project Report* (CH2M HILL 2014).

ABAND = abandoned

LRT = Light Rail Transit

VCP = vitrified clay pipe

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
ALHAMBRA	
Places of Worship	
Alhambra Foursquare Church, 1495 Westminster Avenue, Alhambra	<p>This facility is approximately 500 feet from the the nearest surface improvements under the LRT Alternative (the LRT maintenance yard at West Valley Boulevard and the SR 710 freeway stub).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, and the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Private Schools	
Sherman School, 1000 South Fremont Avenue, Unit 29, Alhambra	<p>This school is approximately 150 feet from the nearest surface improvements under the LRT Alternative (Alhambra Station). The subterranean portion of the LRT line would be located beneath Fremont Avenue just west of the school.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Alhambra. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Sherman School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the LRT Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Alhambra’s municipal noise ordinance. The LRT Alternative is not anticipated to result in a permanent noise level increase at this facility.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the LRT Alternative improvements on South Fremont Avenue would not impact access to/from the driveways at this school. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or result in full or partial acquisition of land from this school.</p>
Parks	
Emery Park, 2709 Mimosa Street, Alhambra	<p>This park is approximately 400 feet from the nearest surface improvements under the LRT Alternative (Alhambra Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this park from the nearest construction of any LRT Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this park from the nearest construction of any LRT Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this park would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this park.</p>
EAST LOS ANGELES	
Other Government Facilities	
East Los Angeles Courthouse, 214 South Fetterly Avenue, East Los Angeles	<p>This facility is approximately 350 feet from the nearest surface improvements under the LRT Alternative (Mednik Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the LRT Alternative improvements on Mimosa Street</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>would not impact access to/from the driveways at this courthouse. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this courthouse.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this courthouse.</p>
Hospitals	
Roybal Comprehensive Health Center, 245 South Fetterly Avenue, East Los Angeles	<p>This facility is approximately 100 feet from the nearest surface improvements under the LRT Alternative (Mednik Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Roybal Comprehensive Health Center would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the LRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County's municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all nearby properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the LRT Alternative improvements along Mednik Avenue would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>

TABLE 6.5.6:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Places of Worship	
Catholic Mission of Soledad Church, 181 South Fetterly Avenue, East Los Angeles	<p>This facility is approximately 75 feet from the nearest surface improvements under the LRT Alternative (Mednik Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Catholic Mission of Soledad Church would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the LRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County's municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all nearby properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the LRT Alternative improvements along Mednik Avenue would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Public Schools	
Morris K. Hamasaki Elementary School, 4865 East First Street, East Los Angeles	<p>This school is approximately 470 feet from the nearest surface improvements under the LRT Alternative (the aerial LRT alignment on Mednik Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Noise: Based on the distance of this school from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the LRT Alternative improvements on East First Street would not impact access to/from the driveways at this school. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or result in full or partial acquisition of land from this school.</p>
Private Schools	
<p>Soledad Enrichment Action East Los Angeles Education Center, 4822 Gleason Street, East Los Angeles</p>	<p>This school is approximately 75 feet from the nearest surface improvements under the LRT Alternative (Mednik Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Soledad Enrichment Action East would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of the LRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County’s municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the LRT Alternative improvements along Mednik Avenue would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
Parks	
Belvedere Community Regional Park, 4914 East Cesar Chavez Avenue, East Los Angeles	<p>This park is adjacent to the improvements under the LRT Alternative (the aerial LRT alignment on Mednik Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Belvedere Community Regional Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of the LRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County's municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 3 dB at this park; however, because this is an active use park that is not considered to be noise sensitive, the noise level increase associated with the LRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative adjacent to this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of the LRT Alternative improvements along Mednik Avenue would not impact access to/from this park. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p>

TABLE 6.5.6:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
Community Centers	
<p>Casa Maravilla, 4848 Colonia De Las Rosas, East Los Angeles</p>	<p>This facility is adjacent to the improvements under the LRT Alternative (the aerial LRT alignment on Mednik Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this facility could result in short-term dust and equipment emissions that could extend into the facility's property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the unincorporated community of East Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of Casa Maravilla would substantially reduce the short-term air quality effects on the facility.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this facility.</p> <p>Noise: During construction of the LRT Alternative, this facility may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in Los Angeles County's municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 2 dB at this facility; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this facility to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the LRT Alternative improvements along Mednik Avenue would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this facility.</p>
EL SERENO	
Colleges and Universities	
<p>California State University, Los Angeles, 5151 State University Drive, El Sereno</p>	<p>This university is adjacent to the improvements under the LRT Alternative (the Cal State-LA Station).</p> <p>Property Acquisition/Easements: Approximately 3 acres of vacant land at the southeastern corner of the campus property would be acquired under the LRT Alternative to construct the California State University-Los Angeles Station. Because this acquisition consists of vacant land</p>

TABLE 6.5.6:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>that is not used by the university for academic or ancillary uses, the LRT Alternative is not anticipated to affect the university's ability to serve the community.</p> <p>In addition, the LRT Alternative would require a TCE on 1.7 acres of vacant land along the eastern edge of the campus property in order to construct the California State University-Los Angeles Station. The area used for the TCE would be returned to the property owner in the same condition or better following construction of the improvements in this area.</p> <p>The LRT Alternative would not require any permanent easements at this university.</p> <p>Air Quality: Construction of the improvements in the LRT Alternative in the vicinity of this university could result in short-term dust and equipment emissions that could extend into the campus property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes El Sereno and the rest of the City of Los Angeles. Compliance with those measures during construction of the LRT Alternative facilities in the vicinity of California State University-Los Angeles would substantially reduce the short-term air quality effects on the university.</p> <p>Operation of the LRT Alternative in 2025 would result in reduced regional vehicle emissions compared to existing 2012 and 2025 No Build Alternative conditions. Operation of the LRT Alternative in 2035 would result in reduced regional vehicle emissions compared to existing 2012 and 2035 No Build Alternative conditions. Operation of the LRT Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025, the LRT Alternative would result in no change or minor reductions or increases in MSAT emissions (depending on the individual MSAT pollutants) compared to 2025 No Build Alternative conditions. In 2035, the LRT Alternative would result in reduced MSAT emissions (depending on the individual MSAT pollutants) compared to the 2035 No Build Alternative conditions. Operation of the LRT Alternative would result in reduced GHG emissions in 2025 and 2035 existing 2012 and No Build Alternative conditions. As a result, operation of the LRT Alternative would not result in adverse air quality impacts on this university.</p> <p>Noise: During construction of the LRT Alternative, this university may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles's municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of 1 dB at this university; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this university to serve the community.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative adjacent to this university could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this university. In the long term, operation of the LRT Alternative improvements at the campus property would not impact access to/from the driveways at this university. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this university.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this university.</p> <p>Summary: In summary, the LRT Alternative would result in a partial acquisition and TCE at this university property; however, the land acquisition and TCE would not affect the university's ability to serve the community.</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Parks	
<p>El Sereno Arroyo Playground, 5520 Concord Avenue, El Sereno</p>	<p>This park is approximately 350 feet from the nearest improvements under the LRT Alternative (the LRT maintenance yard improvements).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this park from the nearest construction of LRT Alternative tunnel improvements and LRT Alternative stations and operations, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operation air quality effects under the LRT Alternative.</p> <p>Noise: During construction of the LRT Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The LRT Alternative is anticipated to result in a permanent noise level increase of less than 1 dB at this park; however, because such a noise level increase is barely perceptible to the human ear, the LRT Alternative would not affect the ability of this park to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this park would not experience temporary construction traffic and transportation effects under the LRT Alternative. In the long term, operation of the LRT Alternative improvements at the LRT rail yard would not impact access to/from the driveways at this park. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this park.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this park.</p>
MONTEREY PARK	
Police Stations	
<p>Los Angeles County Sheriff’s Department Headquarters, 4700 Ramona Boulevard, Monterey Park</p>	<p>This facility is approximately 275 feet from the aerial portion of the improvements under the LRT Alternative (the LRT alignment south of Ramona Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction traffic and transportation effects under the LRT Alternative. In the long term, operation of the LRT Alternative improvements along I-710 would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Other Government Facilities	
<p>Los Angeles County Superior Court, Juvenile Dependency Court, 201 Centre Plaza Drive, Monterey Park</p>	<p>This facility is adjacent to the aerial portion of the improvements under the LRT Alternative (the LRT alignment south of Ramona Boulevard).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction traffic and transportation effects under the LRT Alternative. In the long term, operation of the LRT Alternative improvements along I-710 would not impact access to/from the driveways at this facility. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this facility.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
Recreational Facilities	
<p>Monterey Park Golf Course, 3600 West Ramona Boulevard, Monterey Park</p>	<p>This facility is approximately 400 feet from the aerial portion of the improvements under the LRT Alternative (west of the I-710 freeway).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
PASADENA	
Hospitals	
<p>Huntington Memorial Hospital, 100 West California Boulevard, Pasadena</p>	<p>The eastern part of this facility, including the Huntington Pavilion, the Pasadena Medical Plaza, and a parking lot along Fair Oaks Avenue, is approximately 400 feet from the nearest surface improvements under the LRT Alternative (Fillmore Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and the operation of those improvements, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Construction of the improvements in the LRT Alternative near this facility could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain emergency routes and access to all adjacent properties, construction of the LRT Alternative would not result in short-term adverse impacts related to traffic and transportation at this facility. In the long term, operation of the LRT Alternative improvements on West California Boulevard would not impact access to/from the driveways at this hospital. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this hospital.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this hospital.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or result in full or partial acquisition of land from this hospital.</p>
SOUTH PASADENA	
Police Stations	
South Pasadena Police Department, 1422 Mission Street, South Pasadena	<p>This facility is located approximately 325 feet from the nearest surface improvements under the LRT Alternative (South Pasadena Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this facility.</p>
Fire Stations	
South Pasadena Fire Department, 817 Mound Avenue, South Pasadena	<p>This facility is located approximately 325 feet from the nearest surface improvements under the LRT Alternative (South Pasadena Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this facility.</p>
Other Government Facilities	
South Pasadena City Hall, 1414 Mission Street, South Pasadena	<p>This facility is located approximately 325 feet from the nearest surface improvements under the LRT Alternative (South Pasadena Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p>

TABLE 6.5.6:
Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this facility.</p>
Places of Worship	
<p>Calvary Presbyterian Church, 1060 Fremont Avenue, South Pasadena</p>	<p>This facility is located approximately 400 feet from the nearest surface improvements under the LRT Alternative (South Pasadena Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this facility.</p>
Public Schools	
<p>South Pasadena Middle School, 1500 Fair Oaks Avenue, South Pasadena</p>	<p>This school is located approximately 400 feet from the nearest surface improvements under the LRT Alternative (Huntington Station). The subterranean portion of the LRT line would be located beneath Fair Oaks Avenue just west of the school.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and LRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations air quality noise effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any LRT Alternative improvements and LRT Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Construction of the improvements in the LRT Alternative near this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the LRT Alternative</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of the LRT Alternative improvements on Fair Oaks Avenue would not impact access to/from the driveways at this school. As a result, the LRT Alternative would not result in long-term traffic and transportation impacts at this school.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
Private Schools	
Almansor Academy, 1955 Fremont Avenue, South Pasadena	<p>This school is approximately 400 feet from the nearest surface improvements under the LRT Alternative (Huntington Station). The subterranean portion of the LRT line would be located approximately 100 feet east of the school.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this school from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p> <p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this school.</p>
Parks	
Garfield Park, 1750 Mission Street, South Pasadena	<p>This park is located approximately 490 feet from the nearest surface improvements under the LRT Alternative (South Pasadena Station).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this park from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operations air quality effects under the LRT Alternative.</p> <p>Noise: Based on the distance of this park from the nearest construction of any LRT Alternative improvements and operations, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operations noise effects under the LRT Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic during construction of the LRT Alternative improvements, this park would not experience temporary construction or long-term operations traffic and transportation effects under the LRT Alternative.</p>

TABLE 6.5.6:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the LRT Alternative Improvements

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Parking: The LRT Alternative would not result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, the LRT Alternative would not result in any direct or indirect impacts that would affect access to or parking for, or result in or result in full or partial acquisition of land from, this park.</p>

Source: LSA Associates, Inc. (2014).

¹ Refer to Figures 6.5-5 and 6.5-6 for the locations of the community services and facilities within 500 feet of the LRT Alternative improvements cited in this table.

dB = decibels

SR 710 = State Route 710

I-710 = Interstate 710

TCEs = temporary construction easements

LRT = Light Rail Transit

TMP = Transportation Management Plan

TABLE 6.5.7:

Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Single-Bore Design Variation

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
AT&T	El Sereno	Buried Cable	Will be relocated east or west of SR 710
	El Sereno	3" Crossover (2 locations)	Will be relocated east or west of SR 710
	El Sereno	Conduit (2 locations)	Will be relocated east or west of SR 710
	El Sereno	2.5" Crossover	Will be relocated east or west of SR 710
	El Sereno	4-3.5" Duct	Will be relocated east or west of SR 710
	El Sereno	12", 8"	Will be protected in place during construction
	El Sereno	4 Overhead Telephone Lines	Will be relocated outside of Valley Boulevard
	El Sereno	Overhead Telephone Line	Will be relocated east or west of SR 710
	Pasadena	1 Paper Pipe	Will be relocated east or west of SR 710
	Pasadena	27 Duct	Will be relocated outside of Green Street
	Pasadena	12-4" TRD	Will be relocated outside of Colorado Street
	Pasadena	Underground Telephone Line	Will be relocated east or west of SR 710
Pasadena	Underground Telephone Line (3 locations)	Will be relocated outside of I 210	
Caltrans	El Sereno	Electric Conduit (8 locations)	Will be relocated east or west of SR 710
	El Sereno	Electric Conduit	Will be relocated outside of ramp to Valley Boulevard
	Pasadena	Street Light (3 locations)	Will be relocated east or west of SR 710
City of Alhambra	Alhambra	8" Sewer	Will be relocated to temporary bridge for utilities
City of Los Angeles – Bureau of Sanitation	El Sereno	8" Clay Pipe (Casing)	Will be relocated
	El Sereno	8" VCP Sewer (ABAND)	Will be relocated
	El Sereno	12" VCP Sewer	Will be relocated
	El Sereno	8" Sewer (3 locations)	Will be protected in place during construction
	El Sereno	8" (ABAND) Sewer (4 locations)	Will be protected in place during construction
	El Sereno	8" VCP Sewer	Will be relocated east or west of SR 710
	El Sereno	12" to 8" Sewer	Will be protected in place during construction
El Sereno	12" Sewer	Will be protected in place during construction	
Los Angeles Department of Water and Power	El Sereno	Underground Electric Conduit (2 locations)	Will be relocated to temporary bridge for utilities
	El Sereno	Underground Electric Conduit	Will be protected in place during construction
	El Sereno	Overhead Electric Line (4 locations)	Will be relocated outside of Valley Boulevard
	El Sereno	Street light (3 locations)	Will be protected in place during construction
	El Sereno	Overhead Electric Line	Will be relocated outside of southbound SR 710
	El Sereno	Overhead Electric Line	Will be relocated west of SR 710
	El Sereno	Power Pole	Will be relocated outside Valley Boulevard
	El Sereno	Power Pole	Will be relocated
	El Sereno	8" Water Line (ABAND)	Will be relocated to temporary bridge for utilities
	El Sereno	6" CIP Water	Will be relocated
El Sereno	4" CIP Water	Will be relocated	
El Sereno	8" Water Line (3 locations)	Will be protected in place during construction	
Level 3 Communications	Pasadena	4-1.50" HDPE in 12" Black Steel Pipe Casing	Will be relocated outside of Colorado Boulevard
Metropolitan Water District of Southern California	El Sereno	60" Water Line (2 locations)	Will be relocated
City of Pasadena	Pasadena	8" Sewer (2 locations)	Will be relocated to temporary bridge for utilities
	Pasadena	12" Sewer	Will be relocated to temporary bridge for utilities
	Pasadena	9" VCP Sewer	Will be relocated outside of Del Mar Boulevard
	Pasadena	8" VCP Sewer	Will be relocated outside of St. John Avenue
	Pasadena	8" Sewer	Will be relocated outside of St. John Avenue
	Pasadena	8" VCP Sewer	Will be relocated outside of Green Street
	Pasadena	8" VCP Sewer	Will be relocated outside of Colorado Boulevard

TABLE 6.5.7:
Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Single-Bore Design Variation

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
City of Pasadena Power Department	Pasadena	Overhead Electric Line (2 locations)	Will be relocated to fit proposed St. John Avenue
	Pasadena	Underground Electric Line (2 locations)	Will be relocated to temporary bridge for utilities
	Pasadena	Overhead Electric Line	Will be relocated outside of I 210 on-ramp
	Pasadena	Street Light	Will be relocated outside of Del Mar Boulevard
	Pasadena	4-4"	Will be relocated outside of Del Mar Boulevard
	Pasadena	Street Light	Will be relocated outside of St. John Avenue
	Pasadena	4-3.5" VT	Will be relocated outside of St. John Avenue
	Pasadena	Street Light (2 locations)	Will be relocated outside of Green Street
	Pasadena	Underground Electric Line (2 locations)	Will be relocated east or west of SR 710, outside of work area
	Pasadena	6-3.5"	Will be relocated outside of Green Street
	Pasadena	Street Light	Will be relocated outside of Colorado Boulevard
	Pasadena	7-3.5"	Will be relocated outside of Colorado Boulevard
	Pasadena	Street Lights (2 locations)	Will be relocated outside of Union Street
	Pasadena	Power Pole	Will be relocated east or west of southbound I-210
City of Pasadena Water Department	Pasadena	6" CIP Water Line	Will be relocated outside of Del Mar Boulevard
	Pasadena	8" CIP Water Line	Will be protected in place during construction
	Pasadena	12" CIP Water Line	Will be relocated east or west of St. John Avenue
	Pasadena	16" STL Water Line	Will be relocated outside of Green Street
	Pasadena	12" STL Water Line	Will be relocated outside of Green Street
	Pasadena	10" CIP Water	Will be relocated outside of Colorado Boulevard
	Pasadena	12" CIP Water	Will be relocated outside of Colorado Boulevard
Southern California Gas	El Sereno	2" Natural Gas Line	Will be protected in place
	El Sereno	4" Natural Gas Line	Will be relocated to temporary bridge for utilities
	El Sereno	3" to 4" Natural Gas Line	Will be protected in place during construction
	El Sereno	2" Natural Gas Line	Will be protected in place during construction
	Pasadena	6" M w/10" Casing Natural Gas Line	Will be relocated outside of Colorado Boulevard
Pasadena	2" Natural Gas Line	Will be relocated outside of St. John Avenue	

Source: *Project Report* (CH2M HILL 2014).

ABAND = abandoned

Caltrans = California Department of Transportation

CIP = cast-iron pipe

HDPE = high-density polyethylene

I-210 = Interstate 210

MH = manhole

NB = Northbound

SB = Southbound

SR 710 = State Route 710

STL = Steel

VCP = vitrified clay pipe

VP = vitrified pipe

VT = vitrified tile

TABLE 6.5.8:
Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Dual-Bore Design Variation

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
AT&T	El Sereno	3" Crossovers (2 locations)	Will be relocated east or west of SR 710
	El Sereno	2.5" Crossover	Will be relocated east or west of SR 710
	El Sereno	Buried Cable	Will be relocated east or west of SR 710
	El Sereno	4-3.5" Telephone Duct	Will be relocated to temporary bridge for utilities
	El Sereno	Underground Telephone Line	Will be relocated outside of SR 710
	El Sereno	12", 8"	Will be protected in place during construction
	El Sereno	Overhead Telephone Lines (4 locations)	Will be relocated north or south of Valley Boulevard
	El Sereno	Overhead Telephone Line	Will be relocated outside of SR 710
	Monterey Park/ El Sereno	(1.5"-1.4") Telephone Duct (5 locations)	Will be relocated west of southbound SR 710
	Pasadena	Pipe	Will be relocated to temporary bridge for utilities
	Pasadena	27 Duct	Will be relocated outside of Green Street
	Pasadena	Underground Telephone Lines (2 locations)	Will be relocated outside of SR 710
Pasadena	Underground Telephone Lines (3 locations)	Will be relocated west of southbound I-210	
Caltrans	El Sereno	Street Light	Will be relocated west of southbound SR 710
	El Sereno	1"-2" Conduit	Will be relocated to southbound SR 710 on-ramp
	El Sereno	Conduits (14 locations)	Will be relocated east or west of SR 710
	El Sereno	Conduit	Will be relocated west of Valley Boulevard ramp
	Pasadena	Street Light (3 locations)	Will be relocated east of or outside of SR 710
City of Alhambra	Alhambra	8" Sewer	Will be relocated to temporary bridge for utilities
City of Los Angeles, Bureau of Sanitation	El Sereno	8" Clay Pipe Sewer	Will be relocated east or west of SR 710, outside of work area
	El Sereno	8" VCP Sewer (ABAND)	Will be relocated
	El Sereno	12" VCP Sewer	Will be relocated
	El Sereno	8" Sewer (3 locations)	Will be protected in place during construction
	El Sereno	12" VCP to 8" VCP Sewer	Will be protected in place during construction
	El Sereno	8" Sewer	Will be relocated
	El Sereno	8" (ABAND) (4 locations)	Will be protected in place during construction
City of Pasadena	El Sereno	12" Sewer	Will be protected in place during construction
	Pasadena	8" Sewer (2 locations)	Will be relocated to temporary bridge for utilities
	Pasadena	12" Sewer	Will be relocated to temporary bridge for utilities
	Pasadena	9" VCP	Will be relocated outside of Del Mar Boulevard
	Pasadena	8" VCP	Will be relocated outside of St. John Avenue
	Pasadena	8" Sewer	Will be relocated outside of St. John Avenue
City of Pasadena Power Department	Pasadena	8" VCP Sewer	Will be relocated outside of Green Street
	Pasadena	Overhead Electric Line	Will be relocated to fit proposed St. John Avenue
	Pasadena	Underground Electric Line (2 locations)	Will be relocated to temporary bridge for utilities
	Pasadena	Overhead Electric Line	Will be relocated
	Pasadena	Street Light	Will be relocated outside of Del Mar Boulevard
	Pasadena	4-4"	Will be relocated outside of Del Mar Boulevard
	Pasadena	Street Light	Will be relocated outside of St. John Avenue
	Pasadena	4-3.5" VT	Will be relocated outside of St. John Avenue
	Pasadena	Overhead Electric Line	Will be relocated outside of St. John Avenue
	Pasadena	Underground Electric Line	Will be relocated outside of work area
	Pasadena	Street Lights (2 locations)	Will be relocated outside of Green Street
	Pasadena	6-3.5"	Will be relocated outside of Green Street
	Pasadena	Power Pole	Will be relocated with power pole
	Pasadena	Street Light (2 locations)	Will be relocated outside of work area

TABLE 6.5.8:
Potential Effects on Utilities During Construction of the Freeway Tunnel Alternative Dual-Bore Design Variation

Utility Provider	City/Community	Description of Facility	Project Effect (Relocation or Protection in Place)
City of Pasadena Water Department	Pasadena	8" Water	Will be protected in place during construction
	Pasadena	6" CIP Water Line	Will be relocated outside of Del Mar Boulevard
	Pasadena	12" CIP Water Line	Will be relocated outside of St. John Avenue
	Pasadena	16" STL Water	Will be relocated outside of Green Street
Los Angeles Department of Water and Power	Pasadena	12" STL Water	Will be relocated outside of Green Street
	El Sereno	Underground Electric Line (2 locations)	Will be relocated to temporary bridge for utilities
	El Sereno	Overhead Electric Line	Will be relocated west of southbound SR 710
	El Sereno	Underground Electric Line	Will be protected in place during construction
	El Sereno	Overhead Electric Line (5 locations)	Will be relocated outside of Valley Boulevard
	El Sereno	Power Pole	Will be relocated
	El Sereno	Street Light (3 locations)	Will be protected in place during construction
	El Sereno	Overhead Electric Line	Will be relocated outside of southbound SR 710
	El Sereno	8" Water Line (ABAND)	Will be relocated outside of Hellman Avenue
	El Sereno	6" CIP Water Line	Will be relocated
Metropolitan Water District of Southern California	El Sereno	4" CIP Water Line	Will be relocated
	El Sereno	8" Water Line (3 locations)	Will be protected in place during construction
Southern California Gas	El Sereno	60" Water Line (2 locations)	Will be relocated
	El Sereno	4" Natural Gas Line	Will be relocated north or south of Hellman Avenue, outside of work area
	El Sereno	2" Natural Gas Line	Will be protected in place during construction
	El Sereno	3" to 4" Natural Gas Line	Will be protected in place during construction
	El Sereno	2" Natural Gas Line	Will be protected in place during construction
Pasadena	2" Natural Gas Line	Will be relocated outside of St. John Avenue	

Source: *Project Report* (CH2M HILL 2014).

ABAND = abandoned

Caltrans = California Department of Transportation

CIP = cast iron pipe

HDPE = high-density polyethylene

I-210 = Interstate 210

NB = Northbound

SR 710 = State Route 710

VCP = vitrified clay pipe

VT = vitrified tile

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
ALHAMBRA	
Places of Worship	
Alhambra Foursquare Church, 1495 Westminster Avenue, Alhambra	<p>This facility is approximately 500 feet from the nearest improvements under both design variations of the Freeway Tunnel Alternative (improvements at the southern tunnel portal).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under both design variations of the Freeway Tunnel Alternative.</p> <p>Air Quality: Based on the distance of this facility from the nearest construction of any Freeway Tunnel Alternative improvements and Freeway Tunnel Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long term operations air quality noise effects under the Freeway Tunnel Alternative.</p> <p>Noise: Based on the distance of this facility from the nearest construction of any Freeway Tunnel Alternative improvements and Freeway Tunnel Alternative stations and operations, as well as the presence of intervening land uses, this facility would not experience temporary construction or long-term operations noise effects under the Freeway Tunnel Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction under both design variations of the Freeway Tunnel Alternative improvements, this facility would not experience temporary construction or long-term operations traffic and transportation effects under both design variations of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the Freeway Tunnel Alternative with either design variation would not result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this church.</p>
EL SERENO	
Colleges and Universities	
California State University, Los Angeles, 5151 State University Drive, El Sereno	<p>This university is adjacent to the improvements under both design variations of the Freeway Tunnel Alternative (improvements along southbound I-710).</p> <p>Property Acquisition/Easements: Approximately 1 acre of vacant land at the southeastern corner of the campus property would be acquired under both design variations to construct improvements to I-710. Both design variations would also result in a permanent footing easement on 0.6 acre of vacant land on the campus property. Because the acquisition and easement consist of vacant land that is not used by the university for academic or ancillary uses, neither design variation of the Freeway Tunnel Alternative is anticipated to affect the university's ability to serve the community.</p> <p>In addition, both design variations would require a TCE on approximately 0.2 acre of vacant land along the eastern edge of the campus property in order to construct improvements to I-710. The area used for the TCE would be returned to the property owner in the same condition or better following the construction of the improvements in this area.</p> <p>Air Quality: Construction of the improvements in the Freeway Tunnel Alternative in the vicinity of this university could result in short-term dust and equipment emissions that could extend into the campus property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes El Sereno and the rest of the City of Los Angeles. Compliance with those measures during construction of the Freeway Tunnel Alternative facilities in the vicinity of California State University-Los Angeles would substantially reduce the short-term air quality effects on the university.</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reduced regional vehicle emissions compared to existing 2012 conditions. 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 and dual bore, with and without tolls, etc.). Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions. Operation of the Freeway Tunnel Alternative would result in reduced GHG emissions in 2025 and 2035 compared to existing 2012 conditions and in 2025 compared to 2025 No Build Alternative conditions. In 2035, the Freeway Tunnel Alternative would result in reductions in GHG emissions compared to 2035 No Build Alternative conditions except for the Dual-Bore No Tolls and Dual-Bore No Trucks operational variations, which would result in some increases in GHG emissions in 2035. The increases in regional vehicle, MSAT, and GHG emissions would be minor compared to the No Build Alternatives and, as a result, operation of the Freeway Tunnel Alternative would not result in adverse air quality impacts on this university.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this university may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance.</p> <p>The dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases and related noise level increases under the dual-bore design variation) is anticipated to result in a permanent noise level increase of 5 dB at this university, while the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases and related noise level increases under the single-bore design variation) is anticipated to result in a permanent noise level increase of 3 dB at this university. Because this university does not appear to engage in noise-sensitive outdoor activities on a routine basis or require opening windows for ventilation in lieu of air conditioning, neither design variation of the Freeway Tunnel Alternative would affect the ability of this university to serve the community.</p> <p>Traffic/Access: Construction of the improvements under both design variations of the Freeway Tunnel Alternative adjacent to this university could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the Freeway Tunnel Alternative would not result in short-term adverse impacts related to traffic and transportation at this university. In the long term, operation of either design variation of the Freeway Tunnel Alternative would not impact access to/from this university. As a result, neither design variation of the Freeway Tunnel Alternative would result in long-term traffic and transportation impacts at this university.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this university.</p> <p>Summary: In summary, both design variations of the Freeway Tunnel Alternative would result in a partial acquisition, permanent footing easement, and TCE at this university property; however, the land acquisition, footing easement, and TCE would not affect the university’s ability to serve the community.</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Parks	
El Sereno Arroyo Playground, 5520 Concord Avenue, El Sereno	<p>This park is approximately 350 feet from the nearest improvements under both design variation of the Freeway Tunnel Alternative (the south portal of the tunnel).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under the LRT Alternative.</p> <p>Air Quality: Based on the distance of this park from the nearest construction of any freeway segment improvements and Freeway Tunnel Alternative operations, as well as the presence of intervening land uses, this park would not experience temporary construction or long-term operation air quality effects under the Freeway Tunnel Alternative.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. Neither design variation of the Freeway Tunnel Alternative is anticipated to result in a permanent noise level increase at this park.</p> <p>Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic during construction of either design variation of the Freeway Tunnel Alternative improvements, this park would not experience temporary construction or long-term operations traffic and transportation effects under either design variation of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this park.</p>
MONTEREY PARK	
Police Stations	
Los Angeles County Sheriff’s Department Headquarters, 4700 Ramona Boulevard, Monterey Park	<p>This facility is approximately 275 feet from the nearest surface improvements under the dual-bore design variation of the Freeway Tunnel Alternative. This facility would be more than 500 feet from the nearest surface improvements under the single-bore design variation of the Freeway Tunnel Alternative.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the dual-bore design variation of the Freeway Tunnel Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the improvements under the dual-bore design variation of the Freeway Tunnel Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the dual-bore design variation of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, the Freeway Tunnel Alternative with either design variation would not result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
Other Government Facilities	
Los Angeles County Superior Court, Juvenile Dependency Court, 201 Centre Plaza Drive, Monterey Park	<p>This facility is adjacent to the improvements under the dual-bore design variation of the Freeway Tunnel Alternative. This facility would be more than 500 feet from the nearest surface improvements under the single-bore design variation of the Freeway Tunnel Alternative.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this facility under the dual-bore design variation of the Freeway Tunnel Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic during construction of the improvements under the dual-bore design variation of the Freeway Tunnel Alternative, this facility would not experience temporary construction or long-term operations traffic and transportation effects under the dual-bore design variation of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this facility.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this facility.</p>
PASADENA	
Public Schools	
Roosevelt Elementary School, 315 North Pasadena Avenue, Pasadena	<p>This school is approximately 120 feet from the nearest surface improvements under both design variations of the Freeway Tunnel Alternative (modifications to southbound I-210 south of Orange Grove Boulevard and the St. John Avenue off-ramp).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under both design variations of the Freeway Tunnel Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any freeway segment improvements and Freeway Tunnel Alternative operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operation air quality effects under the Freeway Tunnel Alternative.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City of Los Angeles’s municipal noise ordinance. The dual-bore design variation of the Freeway Tunnel Alternative without tolls and the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variations that would result in the largest traffic volume increases and related noise level increases under each respective design variation) are anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, neither design variation of the Freeway Tunnel Alternative would affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the Freeway Tunnel Alternative improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under both design variations of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this school.</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
Private Schools	
<p>Friends Western School, 524 East Orange Grove, Pasadena</p>	<p>This school is approximately 130 feet from the nearest surface improvements under both design variations of the Freeway Tunnel Alternative (modifications to southbound I-210 south of Orange Grove Boulevard and the St. John Avenue off-ramp).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under both design variations of the Freeway Tunnel Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any freeway segment improvements and Freeway Tunnel Alternative operations, as well as the presence of intervening land uses, this school would not experience temporary construction or long-term operation air quality effects under the Freeway Tunnel Alternative.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. The dual-bore design variation of the Freeway Tunnel Alternative without tolls and the single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variations that would result in the largest traffic volume increases and related noise level increases under each respective design variation) are anticipated to result in a permanent noise level increase of 2 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, neither design variation of the Freeway Tunnel Alternative would affect the ability of this school to serve the community.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the Freeway Tunnel Alternative improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under both design variations of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to/from, parking for, or full or partial acquisition of land from this school.</p>
<p>Maranatha High School, 169 South St. John Avenue, Pasadena</p>	<p>This school is approximately 50 feet from the nearest surface improvements under both design variations of the Freeway Tunnel Alternative (the proposed on-ramp to southbound I-710 from St. John Avenue).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under both designs of the Freeway Tunnel Alternative.</p> <p>Air Quality: Construction of the improvements in the Freeway Tunnel Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the Freeway Tunnel Alternative facilities in the vicinity of Maranatha High School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reduced regional vehicle emissions compared to existing 2012 conditions. 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 and dual bore,</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>with and without tolls, etc.). Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions. Operation of the Freeway Tunnel Alternative would result in reduced GHG emissions in 2025 and 2035 compared to existing 2012 conditions and in 2025 compared to 2025 No Build Alternative conditions. In 2035, the Freeway Tunnel Alternative would result in reductions in GHG emissions compared to 2035 No Build Alternative conditions except for the Dual-Bore No Tolls and Dual-Bore No Trucks operational variations, which would result in some increases in GHG emissions in 2035. The increases in regional vehicle, MSAT, and GHG emissions would be minor compared to the No Build Alternatives and, as a result, operation of the Freeway Tunnel Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance.</p> <p>The dual-bore design variation of the Freeway Tunnel Alternative without tolls (the operational variation that would result in the largest traffic volume increases and related noise level increases under the dual-bore design variation) is anticipated to result in a permanent noise level increase of 3 dB at this school; however, because this school does not appear to engage in noise-sensitive outdoor activities on a routine basis (events held at the outdoor athletic facility are not likely to be noise-sensitive as they typically would produce their own noise) or require opening windows for ventilation in lieu of air conditioning, such a noise level increase would not affect the ability of this school to serve the community.</p> <p>The single-bore design variation of the Freeway Tunnel Alternative with tolls and trucks (the operational variation that would result in the largest traffic volume increases and related noise level increases under the single-bore design variation) is anticipated to result in a permanent noise level increase of 1 dB at this school; however, because such a noise level increase is barely perceptible to the human ear, the single-bore design variation of the Freeway Tunnel Alternative would not affect the ability of this school to serve the community.</p> <p>Traffic/Access: Construction of the improvements under both design variations of the Freeway Tunnel Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the Freeway Tunnel Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of either design variation of the Freeway Tunnel Alternative would not impact access to/from the driveways at this school. As a result, neither design variation of the Freeway Tunnel Alternative would result in long-term traffic and transportation impacts at this school.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
New Horizon School, 651 North Orange Grove Boulevard, Pasadena	<p>This school is approximately 400 feet from the nearest surface improvements under both design variations of the Freeway Tunnel Alternative (modifications to southbound I-210 south of Orange Grove Boulevard and the St. John Avenue off-ramp).</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this school under both designs of the Freeway Tunnel Alternative.</p> <p>Air Quality: Based on the distance of this school from the nearest construction of any improvements under either design variation of the Freeway Tunnel Alternative and the</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>operation of those improvements, this school would not experience temporary construction or long-term operations air quality effects under either design variation of the Freeway Tunnel Alternative.</p> <p>Noise: Based on the distance of this school from the nearest construction of any improvements under either design variation of the Freeway Tunnel Alternative and the operation of those improvements, this school would not experience temporary construction or long-term operations noise effects under either design variation of the Freeway Tunnel Alternative.</p> <p>Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic during construction of the Freeway Tunnel Alternative improvements, this school would not experience temporary construction or long-term operations traffic and transportation effects under both design variations of the Freeway Tunnel Alternative.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
Sequoyah School, 535 South Pasadena Avenue, Pasadena	<p>This school is adjacent to the surface improvements under both design variations of the Freeway Tunnel Alternative. This school would be approximately 300 feet from the area where the bored tunnel section would begin and the cut-and-cover tunnel would end.</p> <p>Property Acquisition/Easements: No property acquisition or TCEs are proposed at this school under both design variations of the Freeway Tunnel Alternative.</p> <p>An underground easement beneath this parcel would be needed under both design variations of the Freeway Tunnel Alternative.</p> <p>Air Quality: Construction of the improvements in the Freeway Tunnel Alternative in the vicinity of this school could result in short-term dust and equipment emissions that could extend into the school property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the Freeway Tunnel Alternative facilities in the vicinity of Sequoyah School would substantially reduce the short-term air quality effects on the school.</p> <p>Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reduced regional vehicle emissions compared to existing 2012 conditions. 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 and dual bore, with and without tolls, etc.). Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions. Operation of the Freeway Tunnel Alternative would result in reduced GHG emissions in 2025 and 2035 compared to existing 2012 conditions and in 2025 compared to 2025 No Build Alternative conditions. In 2035, the Freeway Tunnel Alternative would result in reductions in GHG emissions compared to 2035 No Build Alternative conditions except for the Dual-Bore No Tolls and Dual-Bore No Trucks operational variations, which would result in some increases in GHG emissions in 2035. The increases in regional vehicle, MSAT, and GHG emissions would be minor compared to the No Build Alternatives and, as a result, operation of the Freeway Tunnel Alternative would not result in adverse air quality impacts on this school.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this school may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City of Pasadena’s municipal noise ordinance. Neither design variation of the Freeway Tunnel Alternative is anticipated to result in a permanent noise level increase at this school.</p> <p>Traffic/Access: Construction of the improvements under both design variations of the Freeway Tunnel Alternative adjacent to this school could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the Freeway Tunnel Alternative would not result in short-term adverse impacts related to traffic and transportation at this school. In the long term, operation of either design variation of the Freeway Tunnel Alternative would not impact access to/from the driveways at this school. As a result, neither design variation of the Freeway Tunnel Alternative would result in long-term traffic and transportation impacts at this school.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this school.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this school.</p>
<p>Parks</p> <p>Singer Park, California Boulevard/St. John Avenue, Pasadena</p>	<p>This park is approximately 50 feet from the nearest surface improvements under both design variations of the Freeway Tunnel Alternative (the proposed off-ramp from southbound I-710 to St. John Avenue). This park would be approximately 700 feet from the area where the bored tunnel section would begin and the cut-and-cover tunnel would end.</p> <p>Property Acquisition/Easements: No property acquisition, permanent easements, or TCEs are proposed at this park under both design variations of the Freeway Tunnel Alternative.</p> <p>Air Quality: Construction of the improvements in the Freeway Tunnel Alternative in the vicinity of this park could result in short-term dust and equipment emissions that could extend into the park property. However, there are extensive requirements for the control of dust and equipment emissions during construction in the South Coast Air Basin, which includes the City of Pasadena. Compliance with those measures during construction of the Freeway Tunnel Alternative facilities in the vicinity of Singer Park would substantially reduce the short-term air quality effects on the park.</p> <p>Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reduced regional vehicle emissions compared to existing 2012 conditions. 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 and dual bore, with and without tolls, etc.). Operation of the Freeway Tunnel Alternative in 2025 and 2035 would result in reductions in MSAT emissions compared to existing 2012 conditions. In 2025 and 2035, the Freeway Tunnel Alternative would result in some minor increases in MSAT emissions compared to the No Build Alternative conditions. Operation of the Freeway Tunnel Alternative would result in reduced GHG emissions in 2025 and 2035 compared to existing 2012 conditions and in 2025 compared to 2025 No Build Alternative conditions. In 2035, the Freeway Tunnel Alternative would result in reductions in GHG emissions compared to 2035 No Build Alternative conditions except for the Dual-Bore No Tolls and Dual-Bore No Trucks operational variations, which would result in some increases in GHG emissions in 2035. The increases in regional vehicle, MSAT, and GHG emissions would be minor compared to the No Build Alternatives and, as a result, operation of the Freeway Tunnel Alternative would not result in adverse air quality impacts on this park.</p> <p>Noise: During construction of both design variations of the Freeway Tunnel Alternative, this park may be affected by short-term noise level increases associated with construction activities. Such increases would be temporary in nature and would cease upon completion of the project. Construction activities in the State ROW would comply with Caltrans noise control standards. Construction activities outside of State ROW would be limited to the hours set forth in the City</p>

TABLE 6.5.9:

Direct and Indirect Impacts on Community Facilities within 500 Feet of the Freeway Tunnel Alternative Improvements (Single-Bore and Dual-Bore Design Variations)

Name, Address, and Jurisdiction ¹	Potential Direct and Indirect Impacts
	<p>of Pasadena’s municipal noise ordinance. Neither design variation of the Freeway Tunnel Alternative is anticipated to result in a permanent noise level increase at this park.</p> <p>Traffic/Access: Construction of the improvements under both design variations of the Freeway Tunnel Alternative near this park could result in short-term traffic impacts in that area. Based on implementation of a TMP and requirements to maintain access to all adjacent properties, construction of the Freeway Tunnel Alternative would not result in short-term adverse impacts related to traffic and transportation at this park. In the long term, operation of either design variation of the Freeway Tunnel Alternative would not impact access to/from this park. As a result, neither design variation of the Freeway Tunnel Alternative would result in long-term traffic and transportation impacts at this park.</p> <p>Parking: Neither design variation of the Freeway Tunnel Alternative would result in the temporary or permanent loss of parking stalls at this park.</p> <p>Summary: In summary, neither design variation of the Freeway Tunnel Alternative would result in any direct or indirect impacts that would affect access to or parking for, or result in full or partial acquisition of land from, this park.</p>

Source: LSA Associates, Inc. (2014).

¹ Refer to Figures 6.5-7 and 6.5-8 for the locations of the community services and facilities within 500 feet of the Freeway Tunnel Alternative improvements cited in this table.

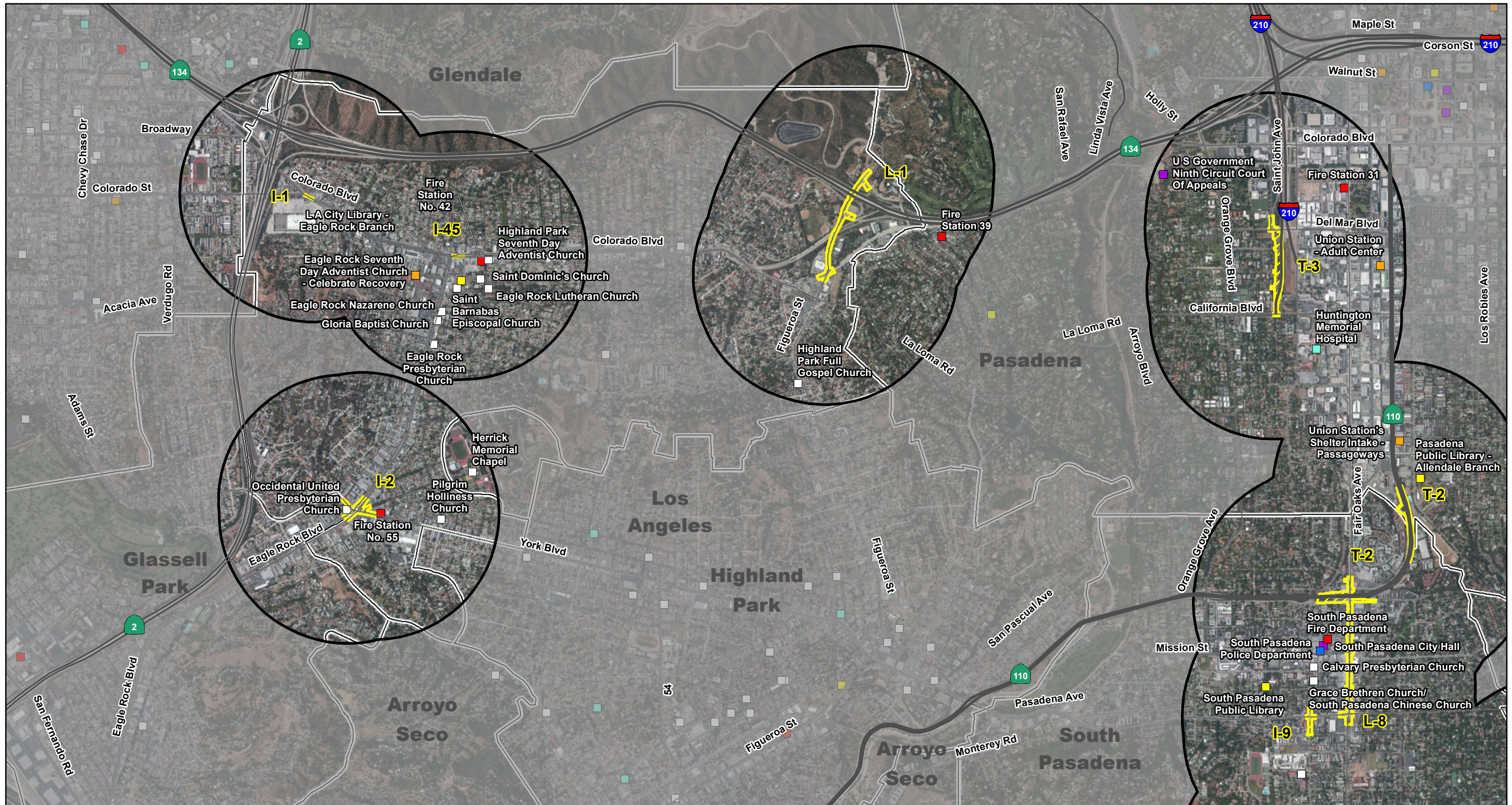
Caltrans = California Department of Transportation

dB = decibels

I-710 = Interstate 710

ROW = right of way

TCEs = temporary construction easement



LEGEND

- | | | | | | |
|--|--|--|-----------------------------|--|------------------|
| | TSM/TDM Alternative Local Street and Intersection Improvements | | Police Station | | Hospital |
| | 0.5 Mile from the Project Improvements | | Fire Station | | Place of Worship |
| | Cities, Neighborhoods, and Unincorporated Communities | | Library | | Homeless Service |
| | | | Other Government Facilities | | |

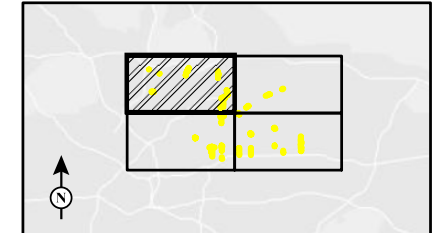
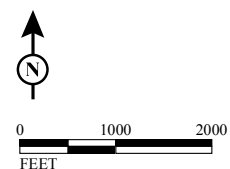
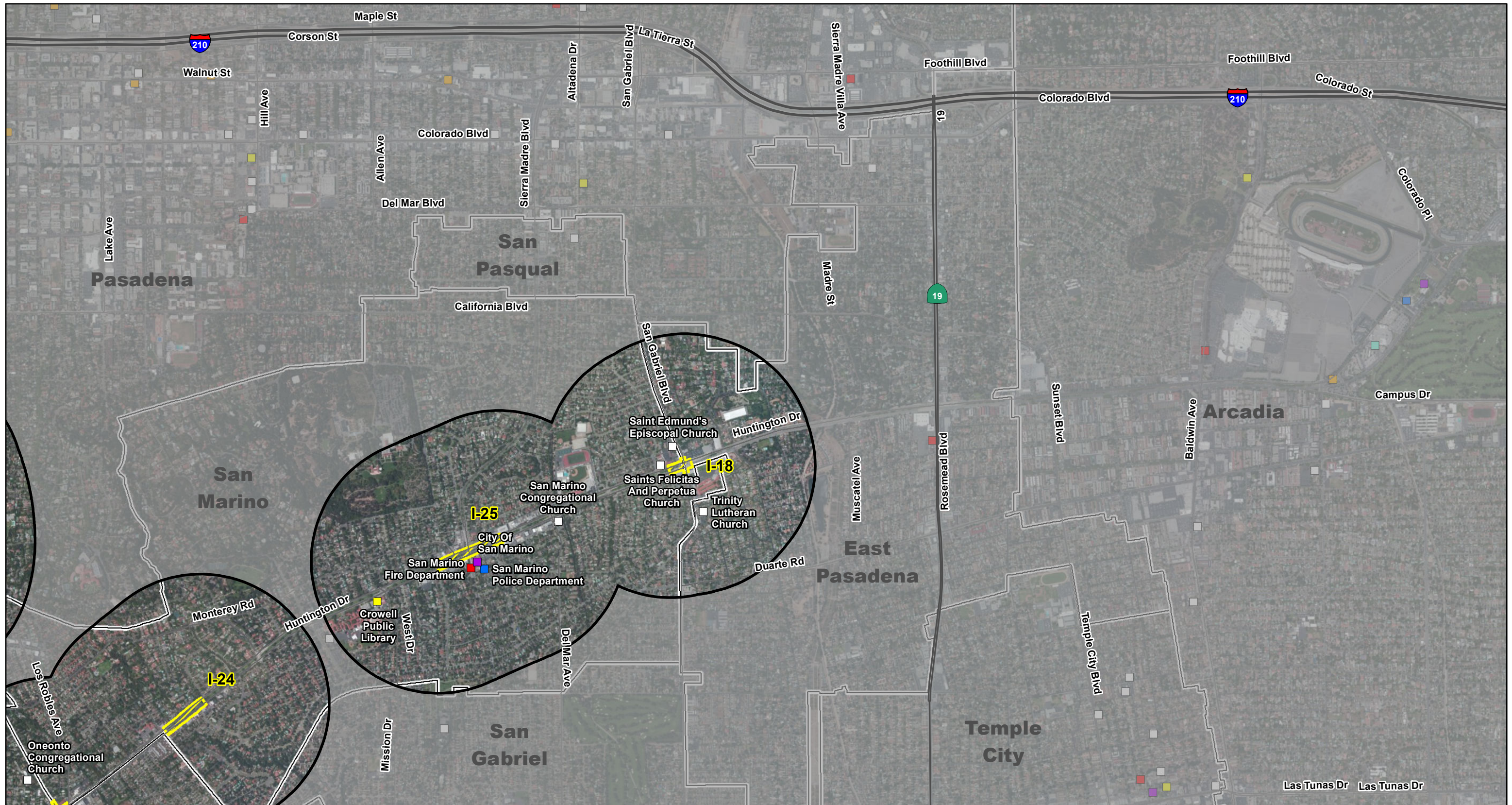


FIGURE 6.5-1
Sheet 1 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Police Station
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service

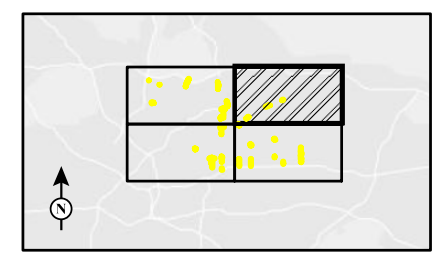
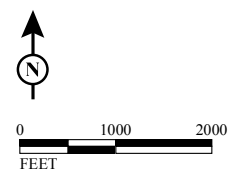
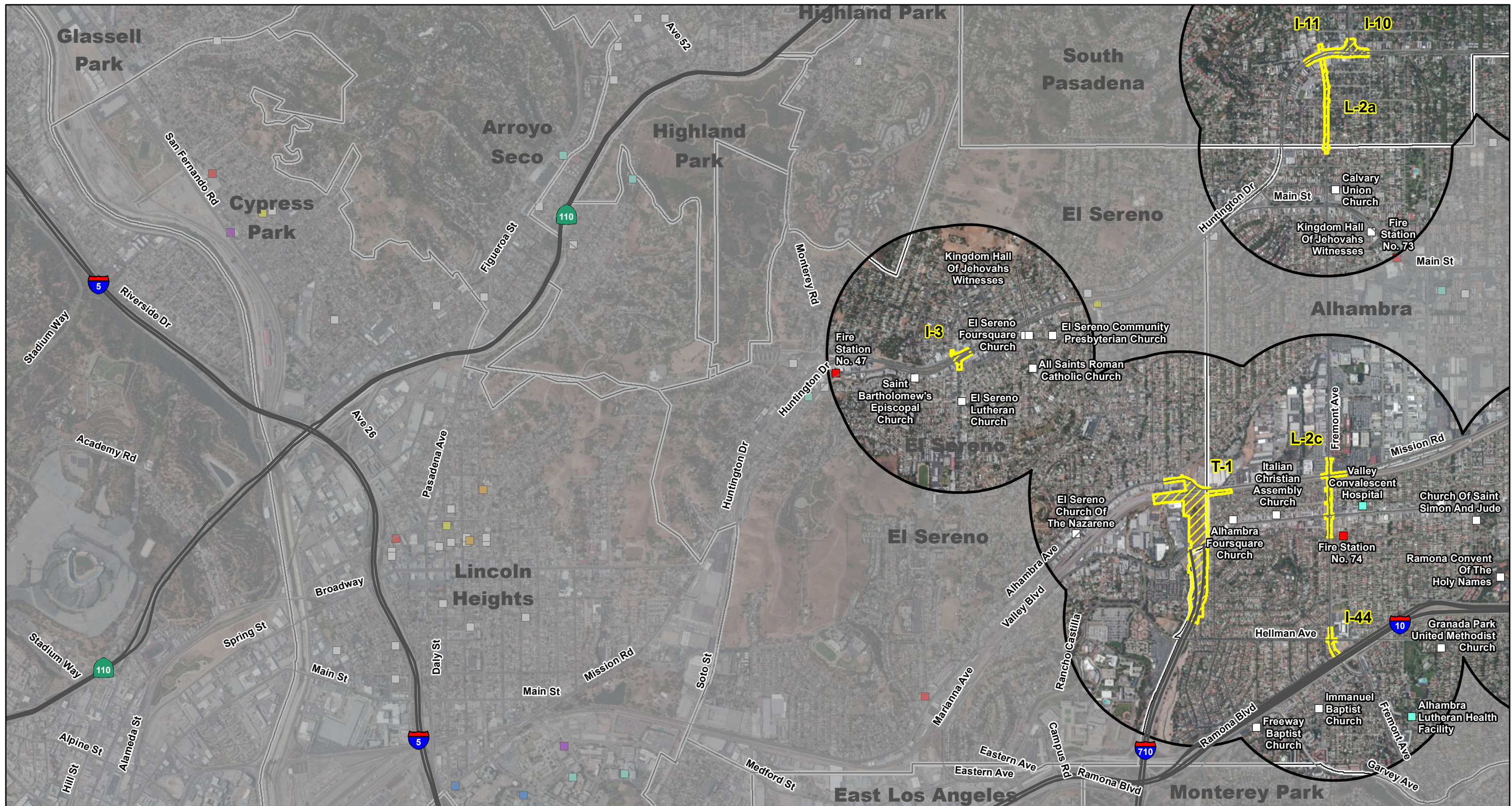


FIGURE 6.5-1
Sheet 2 of 4

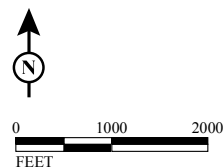
SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Police Station
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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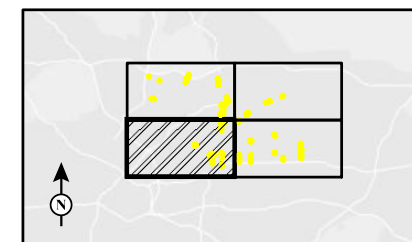
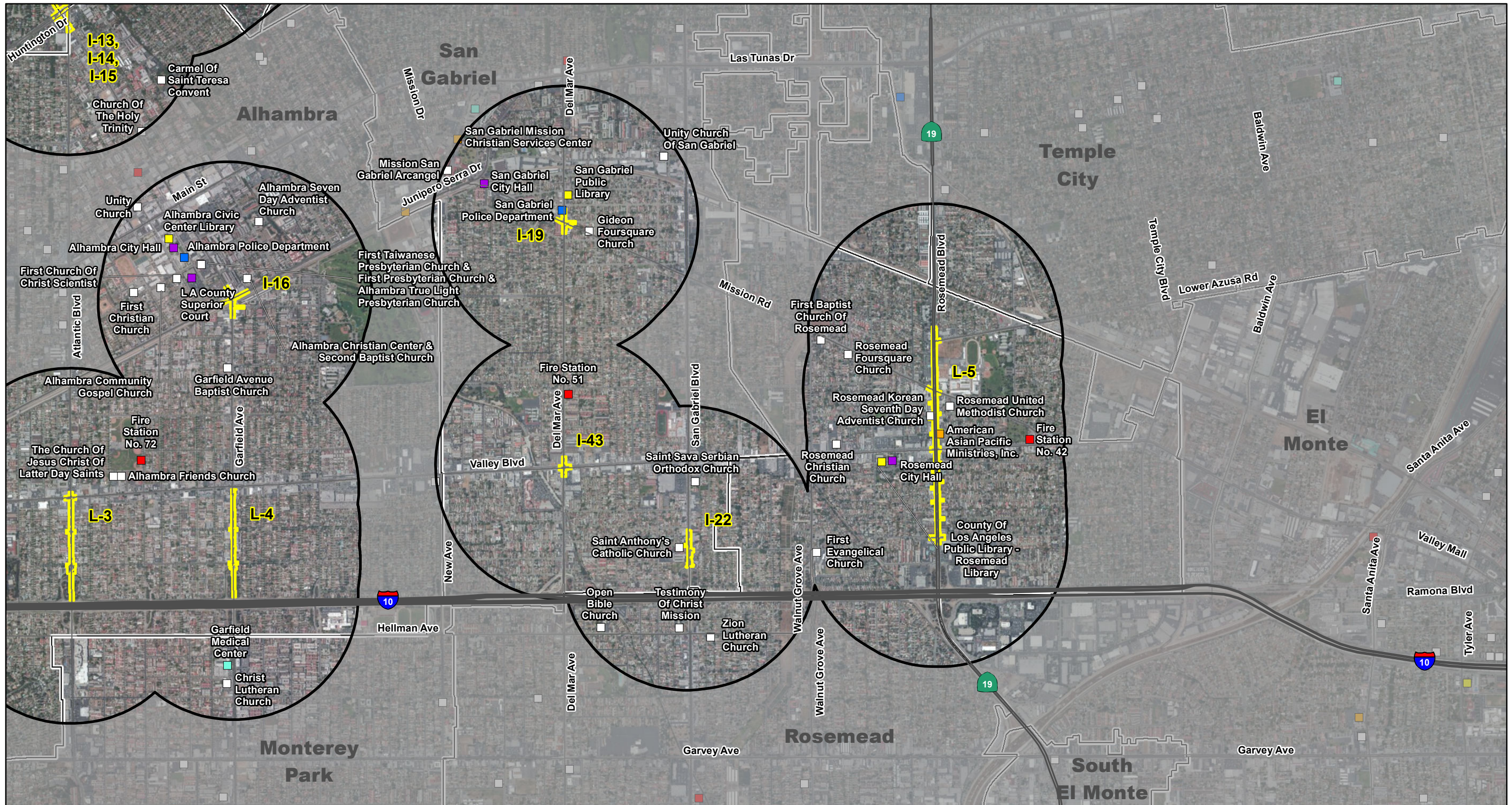


FIGURE 6.5-1
 Sheet 3 of 4

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LEGEND

- | | | | | | |
|--|--|--|-----------------------------|--|------------------|
| | TSM/TDM Alternative Local Street and Intersection Improvements | | Police Station | | Hospital |
| | 0.5 Mile from the Project Improvements | | Fire Station | | Place of Worship |
| | Cities, Neighborhoods, and Unincorporated Communities | | Library | | Homeless Service |
| | | | Other Government Facilities | | |

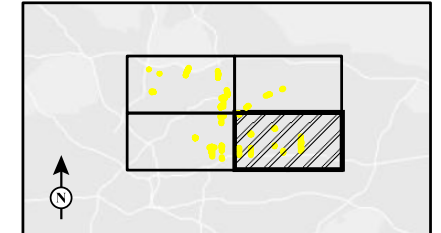
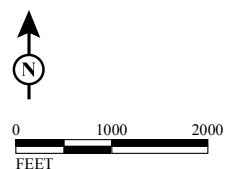


FIGURE 6.5-1
Sheet 4 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Park
- Golf Course
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility

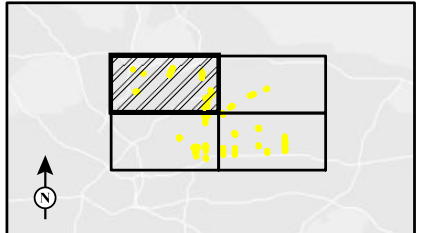
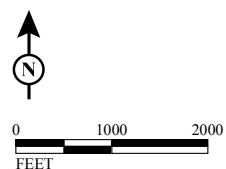
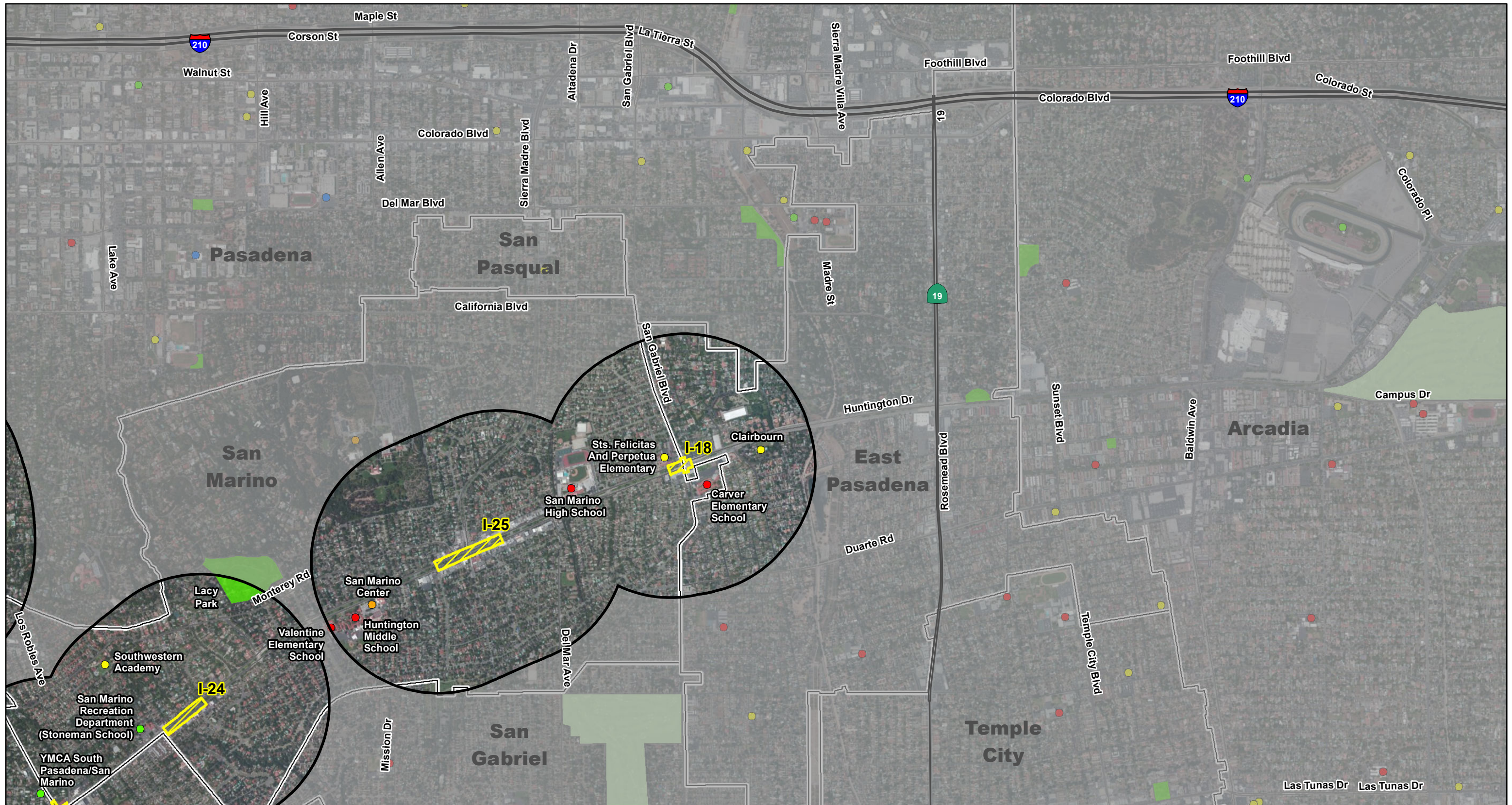


FIGURE 6.5-2
Sheet 1 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

-  TSM/TDM Alternative Local Street and Intersection Improvements
-  0.5 Mile from the Project Improvements
-  Cities, Neighborhoods, and Unincorporated Communities
-  Park
-  Golf Course
-  Public School
-  Private School
-  College or University
-  Community Center
-  Recreation Facility

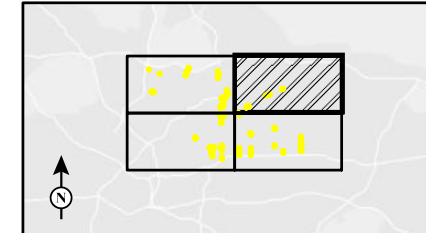
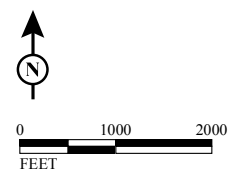
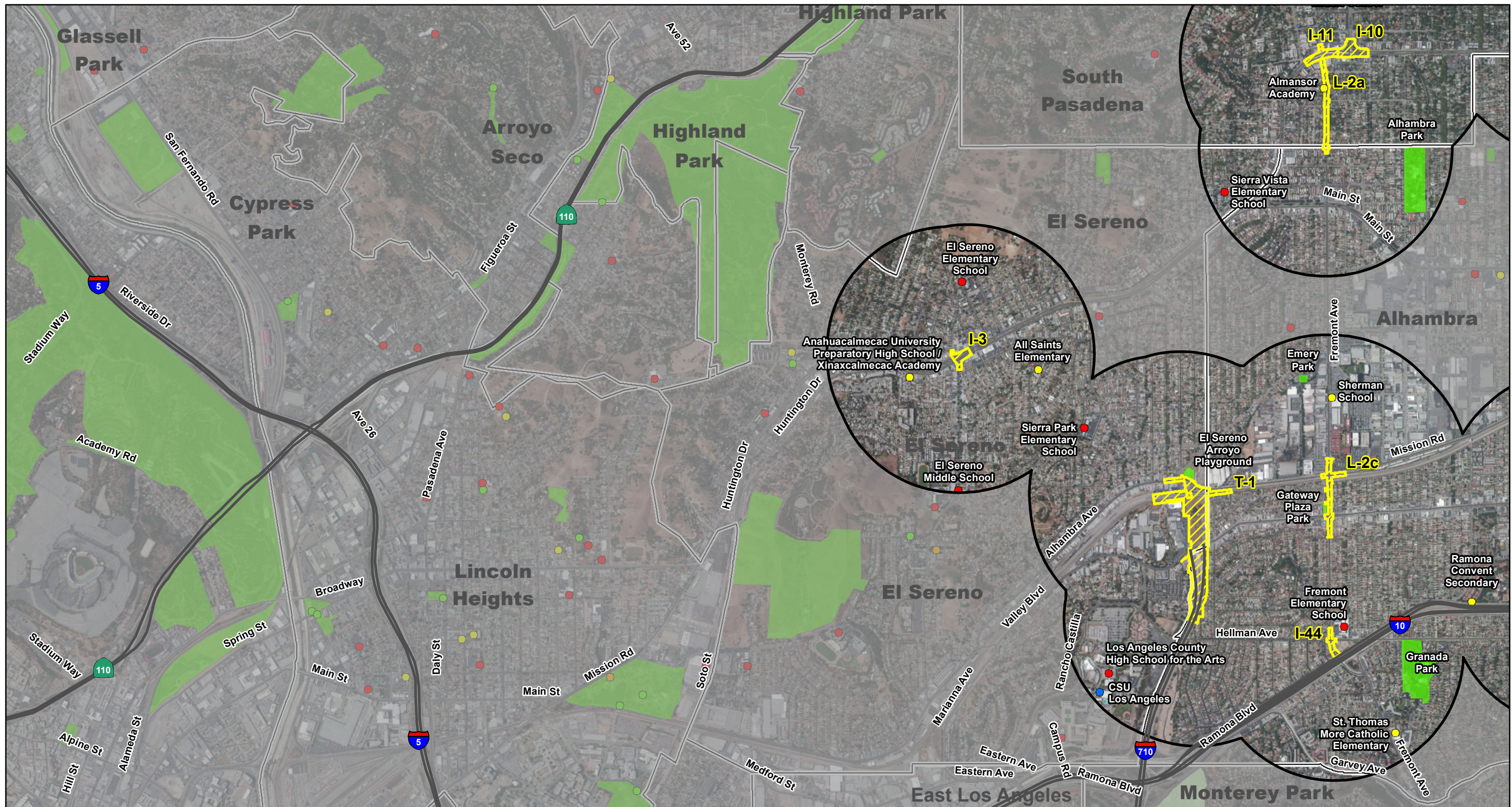


FIGURE 6.5-2
Sheet 2 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- Park
- Public School
- 0.5 Mile from the Project Improvements
- Golf Course
- Private School
- College or University
- Cities, Neighborhoods, and Unincorporated Communities
- Community Center
- Recreation Facility

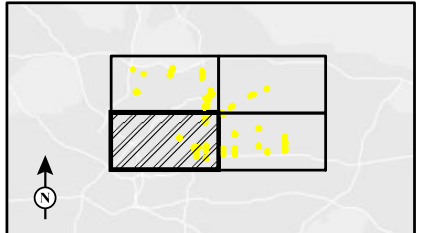
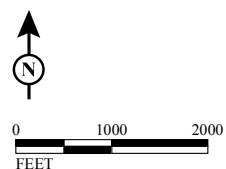
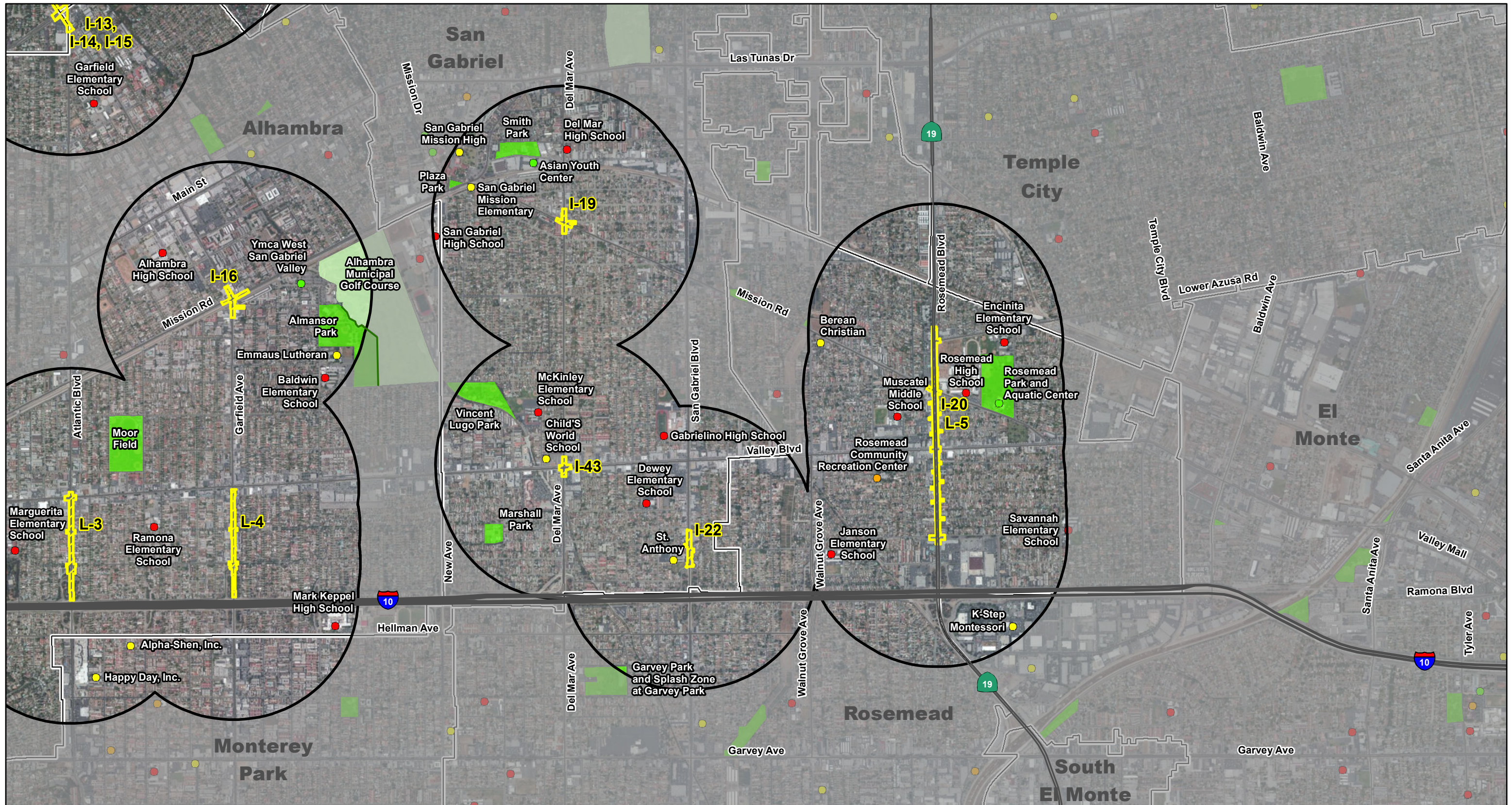


FIGURE 6.5-2
Sheet 3 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Park
- Golf Course
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility

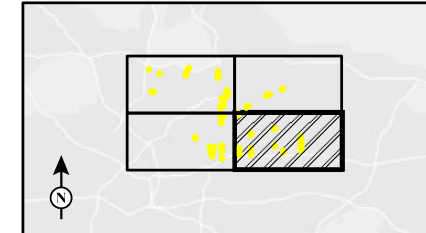
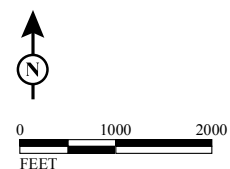
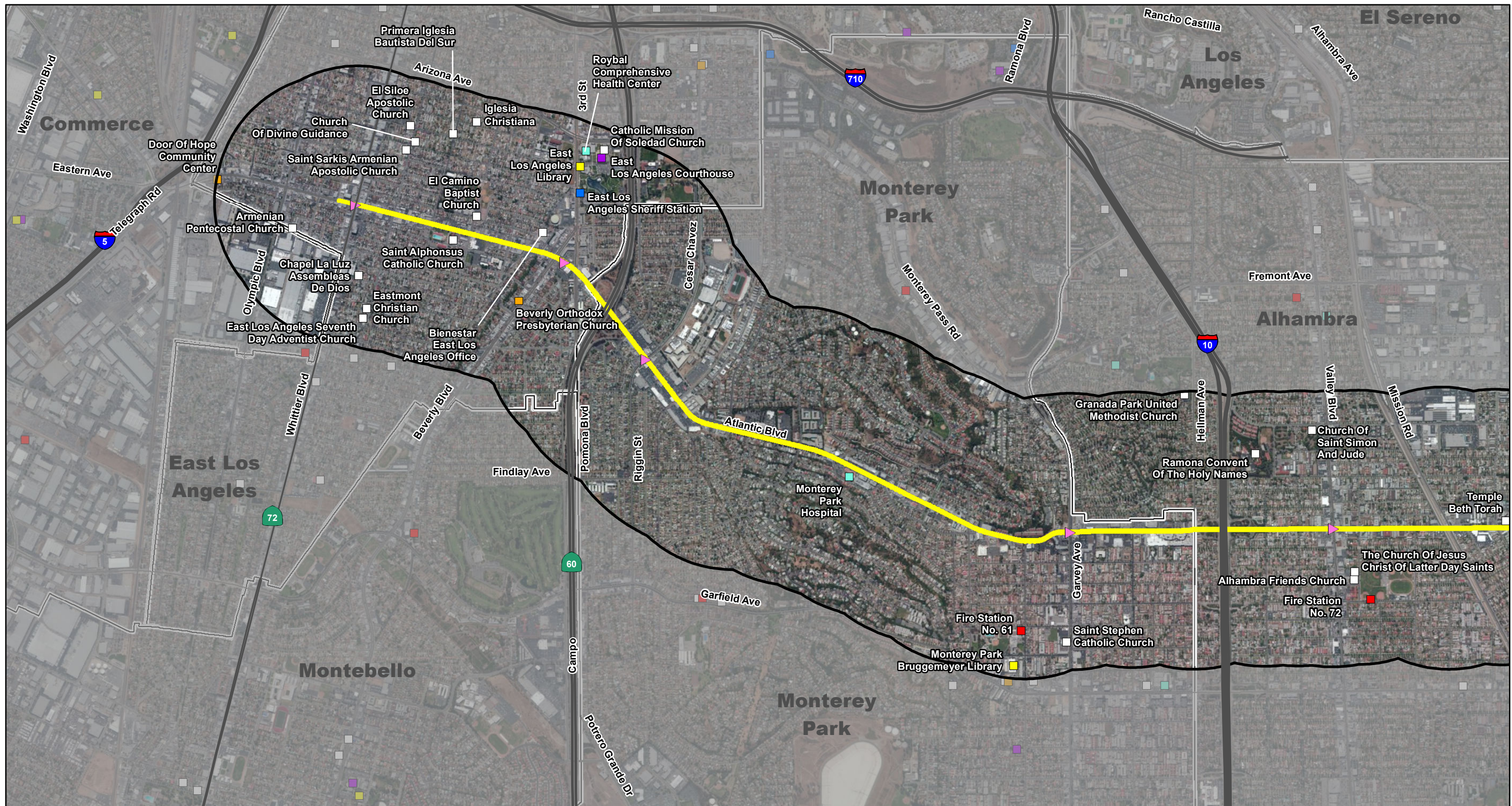


FIGURE 6.5-2
Sheet 4 of 4

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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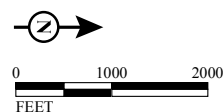
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LSA

LEGEND

- BRT Alternative Alignment
- Station
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communes
- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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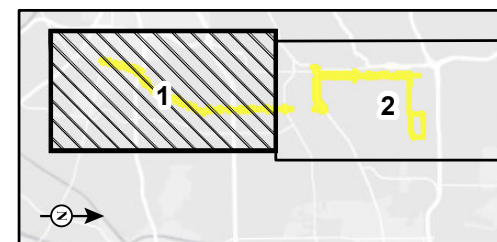
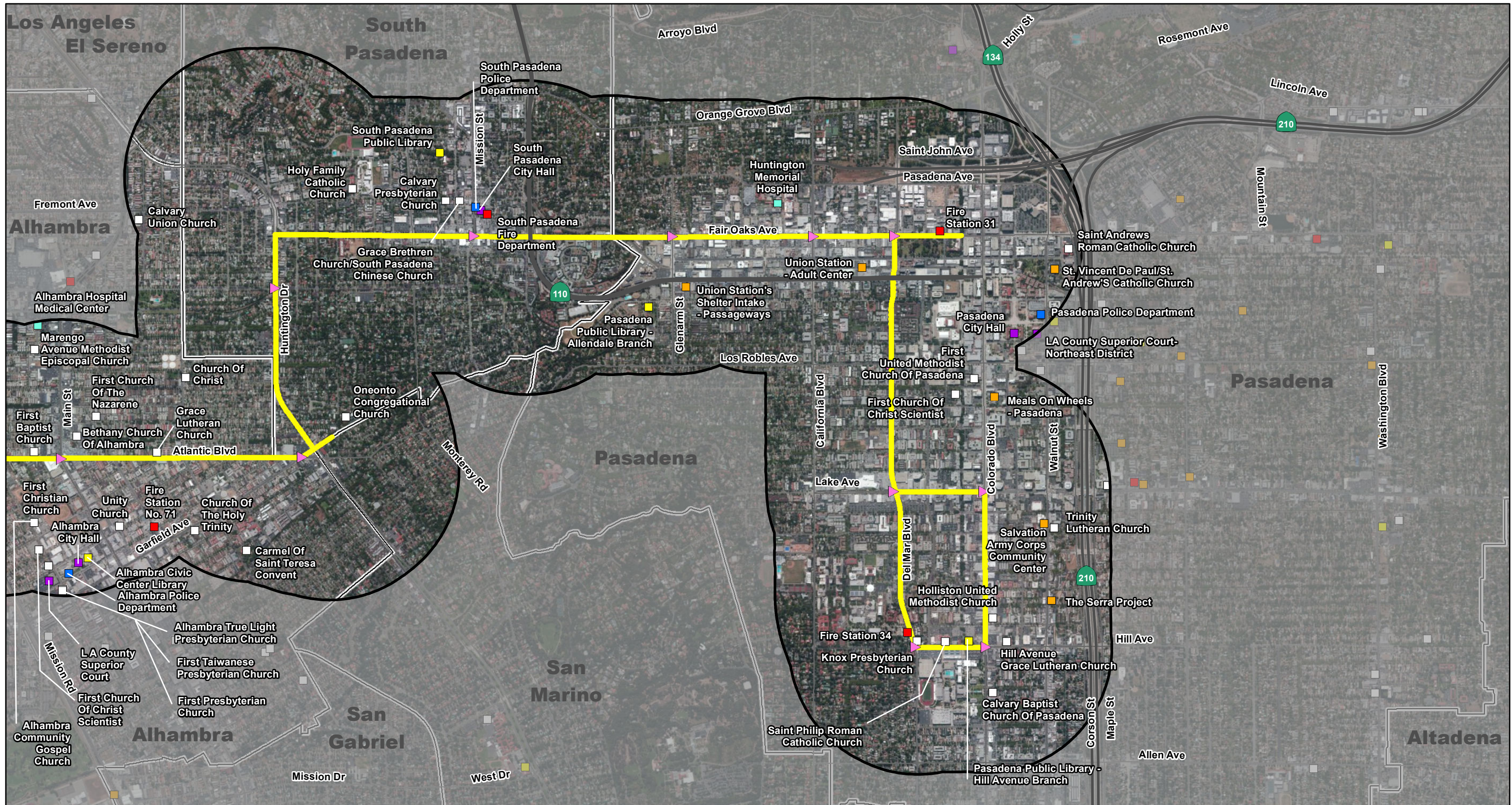


FIGURE 6.5-3
 Sheet 1 of 2

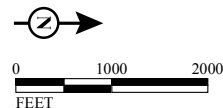
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LSA

LEGEND

- BRT Alternative Alignment
- Station
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communes
- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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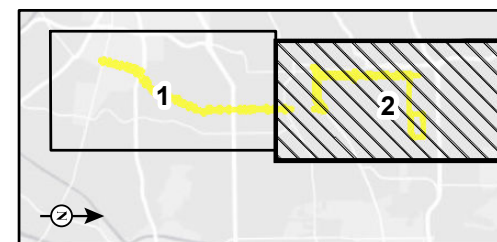
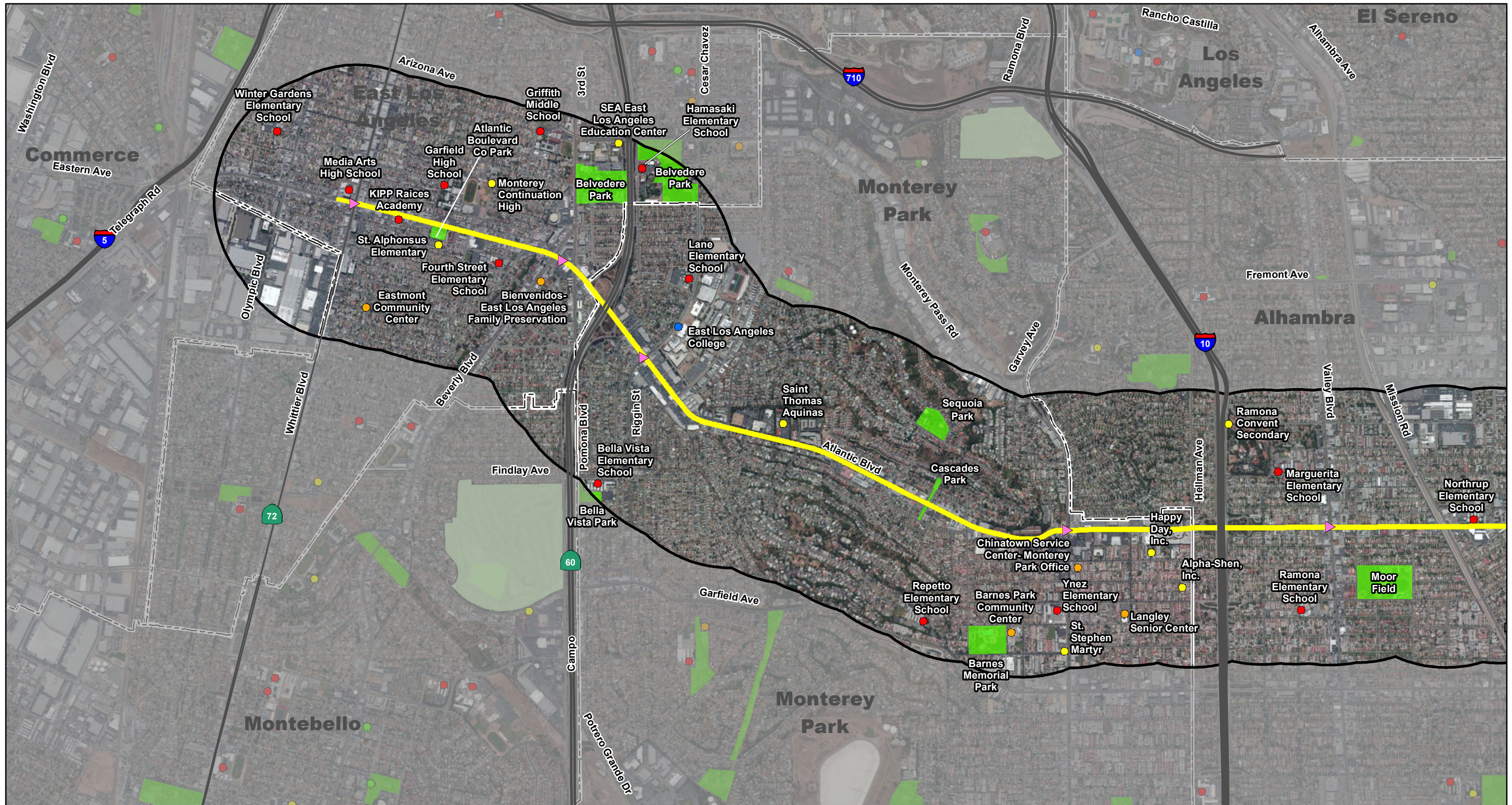


FIGURE 6.5-3
 Sheet 2 of 2

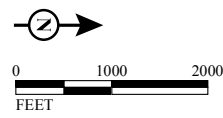
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LSA

LEGEND

- BRT Alternative Alignment
- Station
- 0.5 Mile from the Project Improvements
- Cities and Unincorporated Communities
- Park
- Golf Course
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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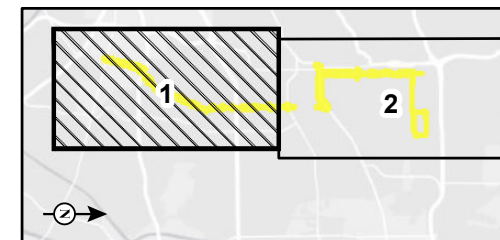
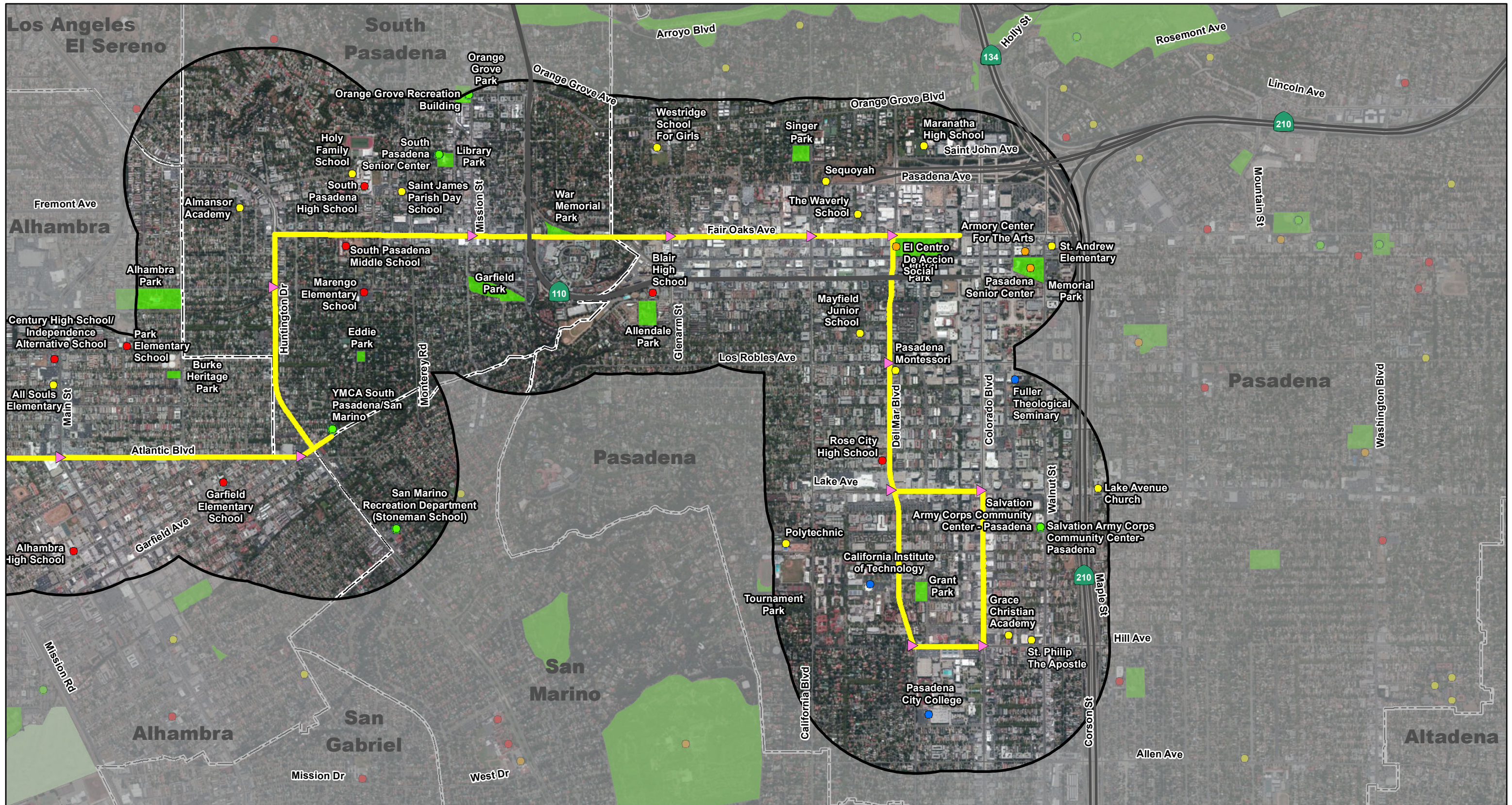


FIGURE 6.5-4
 Sheet 1 of 2

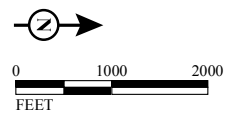
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LSA

LEGEND

- BRT Alternative Alignment
- Station
- 0.5 Mile from the Project Improvements
- Cities and Unincorporated Communities
- Park
- Golf Course
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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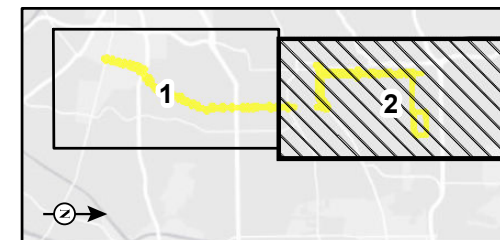
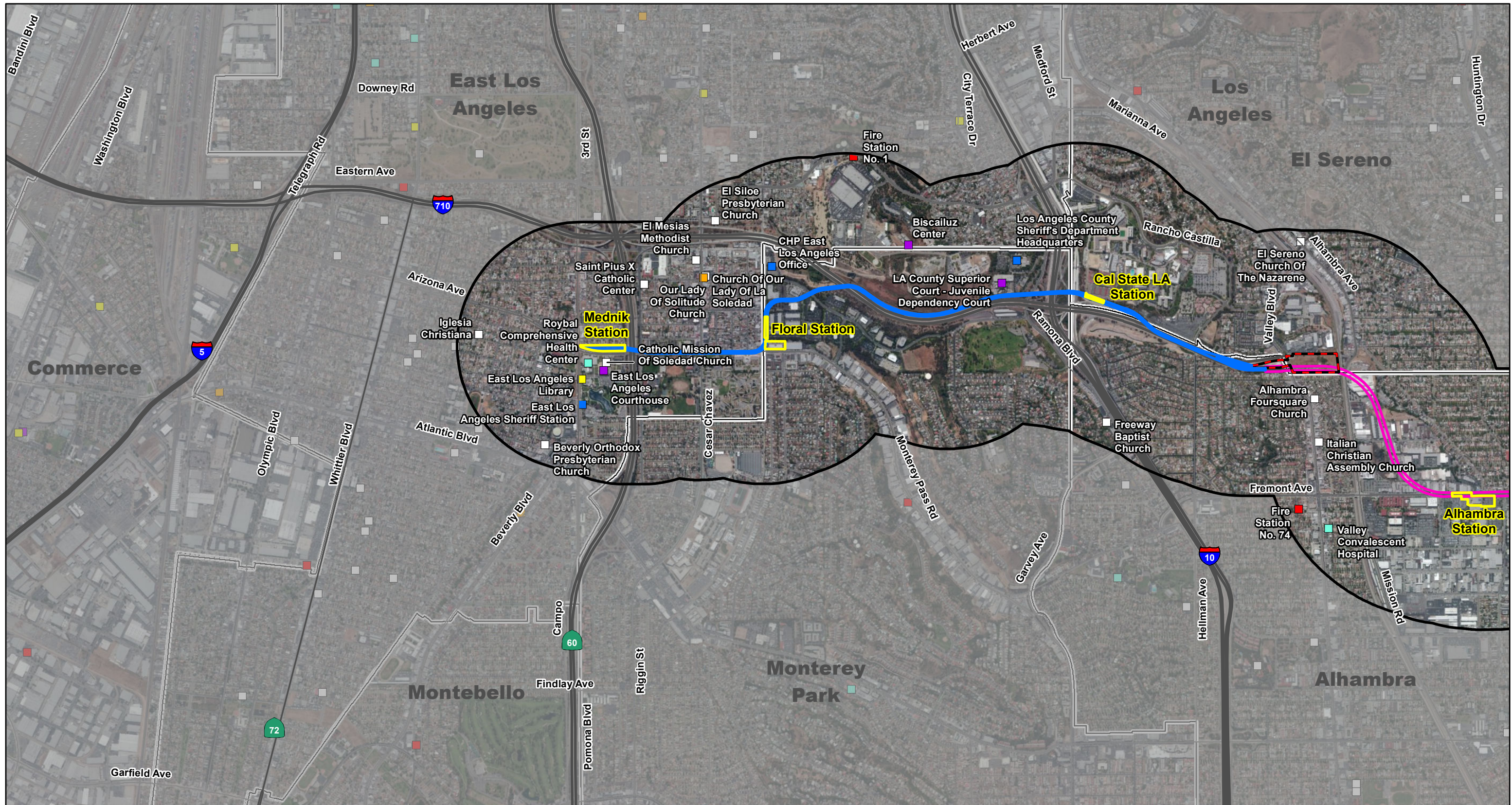


FIGURE 6.5-4
 Sheet 2 of 2

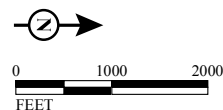
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LSA

LEGEND

- ▬ Aerial Segment
- ▬ Tunnel Segment
- Maintenance Yard
- Station
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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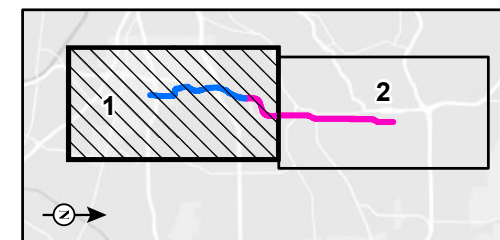
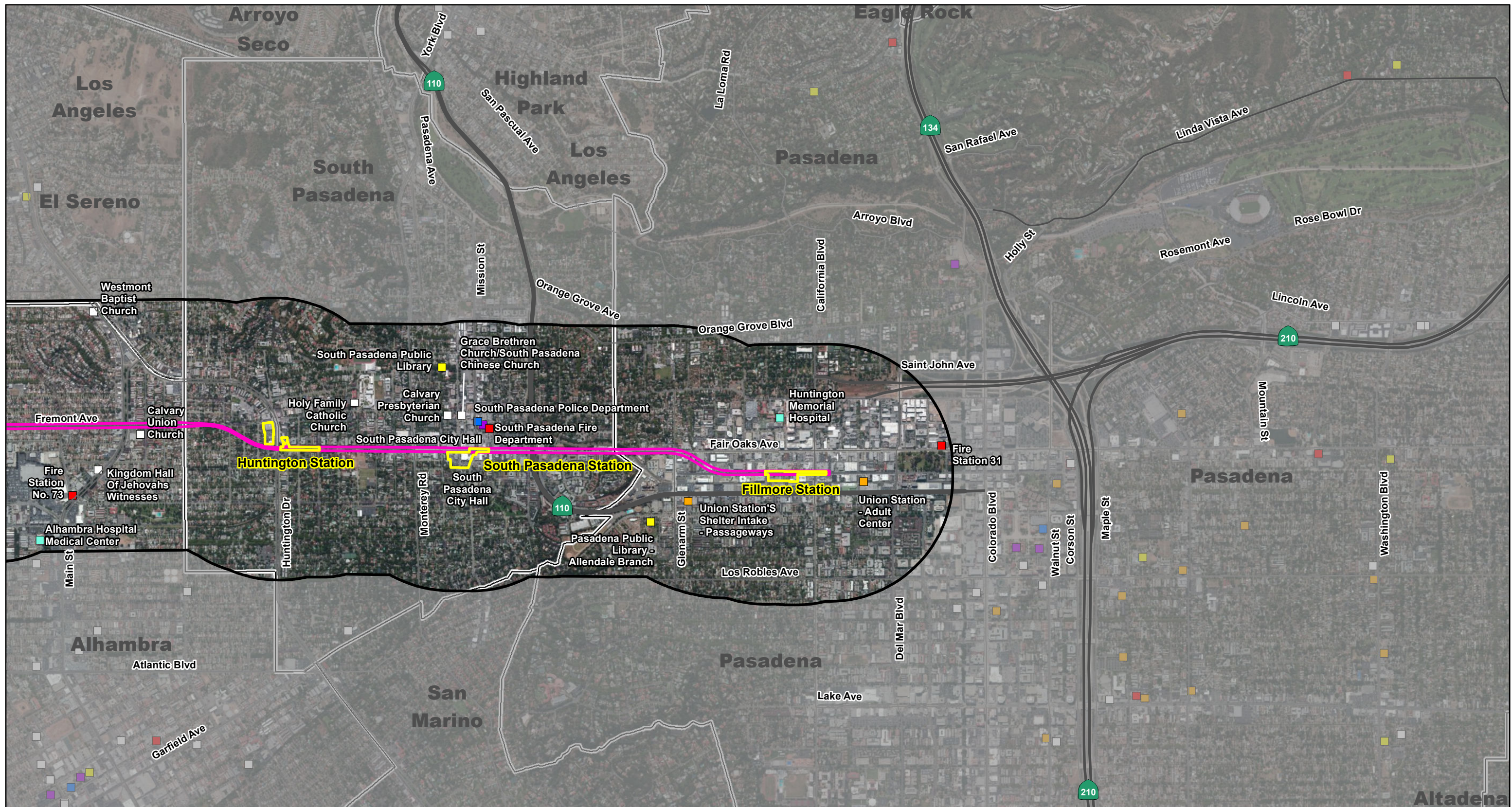


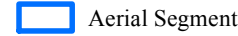
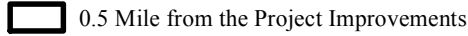
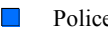

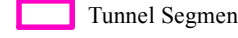
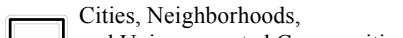
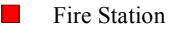
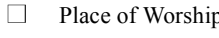
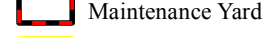
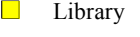
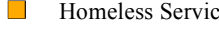

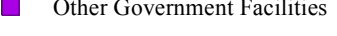
FIGURE 6.5-5
Sheet 1 of 2

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LSA

LEGEND

- | | | | |
|--|--|---|--|
|  Aerial Segment |  0.5 Mile from the Project Improvements |  Police |  Hospital |
|  Tunnel Segment |  Cities, Neighborhoods, and Unincorporated Communities |  Fire Station |  Place of Worship |
|  Maintenance Yard | |  Library |  Homeless Service |
|  Station | |  Other Government Facilities | |

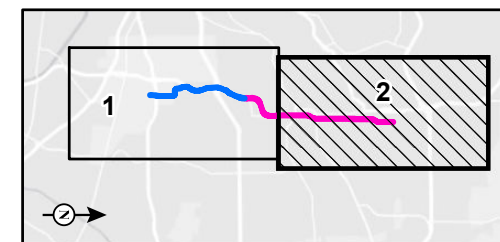
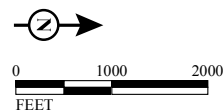
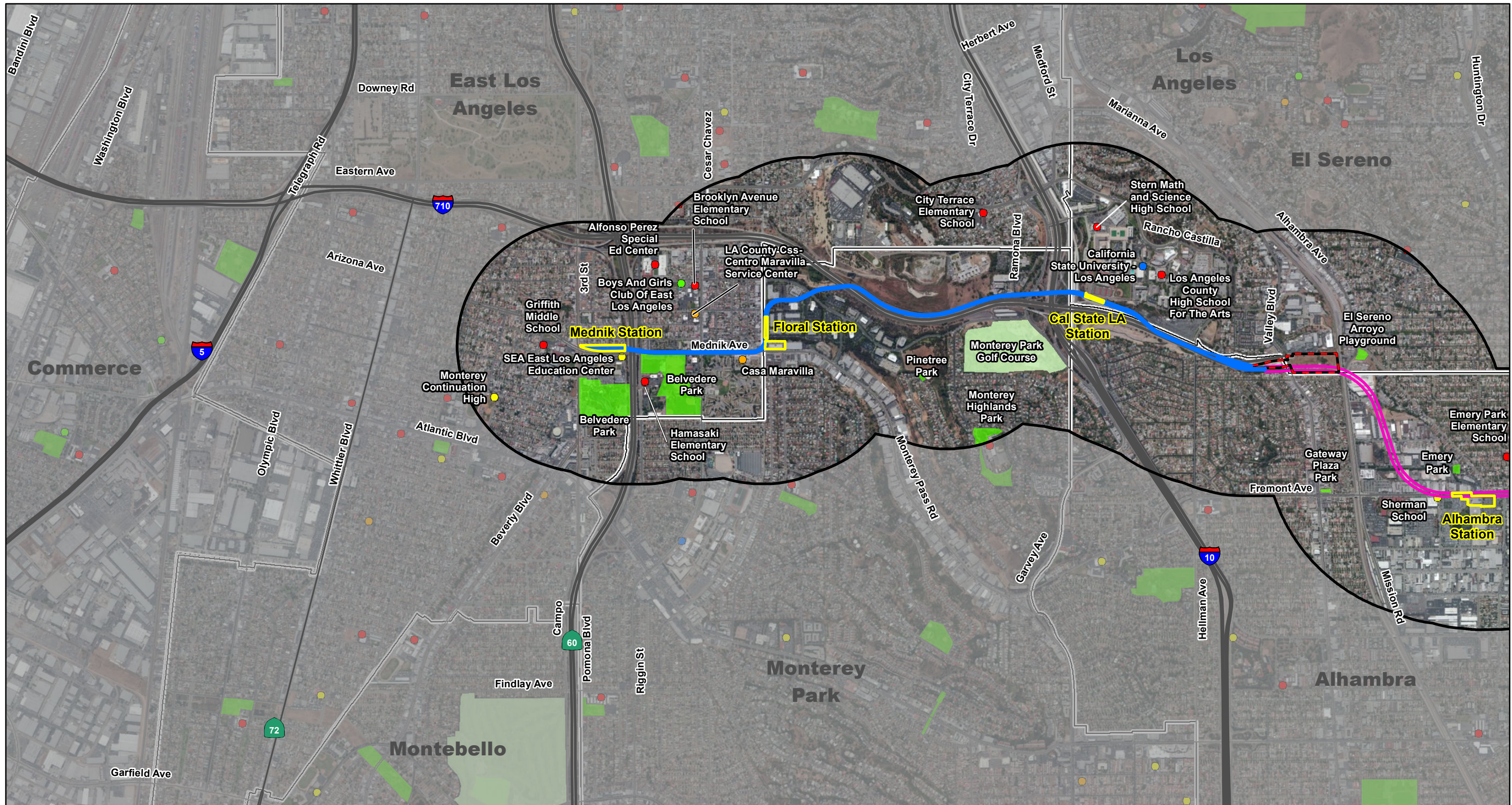


FIGURE 6.5-5
Sheet 2 of 2

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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LSA

LEGEND

- Aerial Segment
- Tunnel Segment
- Maintenance Yard
- Station
- 0.5 Mile from the Project Improvements
- Cities, Neighborhoods, and Unincorporated Communities
- Park
- Golf Course
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility

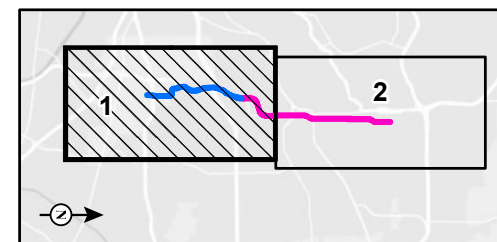
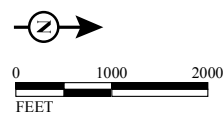
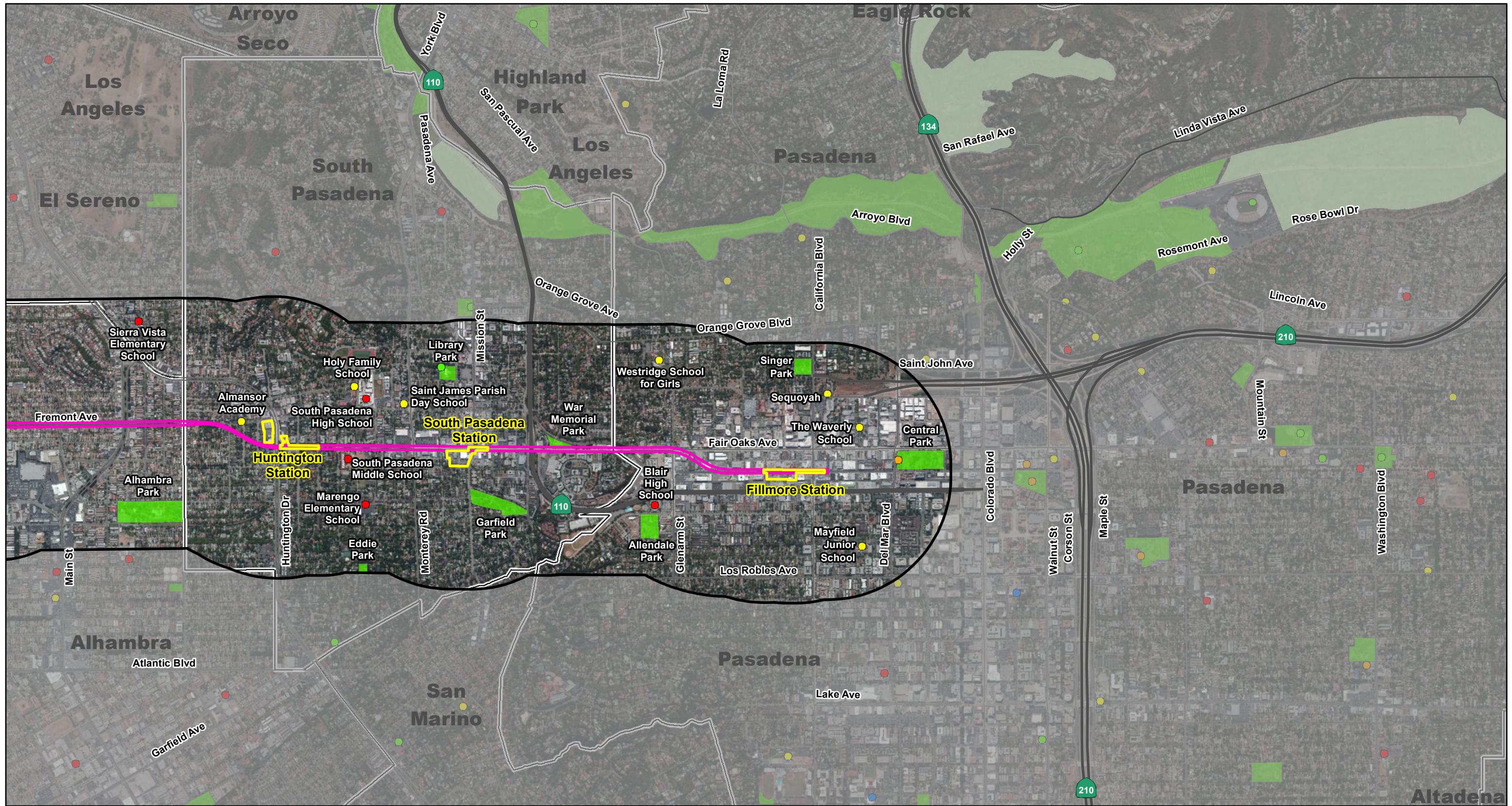


FIGURE 6.5-6
Sheet 1 of 2














SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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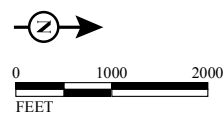
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LSA

LEGEND

- | | | | | | |
|---|------------------|---|---|---|-----------------------|
|  | Aerial Segment |  | 0.5 Mile from the Project Improvements |  | Public School |
|  | Tunnel Segment |  | Cities, Neighborhoods, and Unincorporated Communities |  | Private School |
|  | Maintenance Yard |  | Park |  | College or University |
|  | Station |  | Golf Course |  | Community Center |
| | | | |  | Recreation Facility |



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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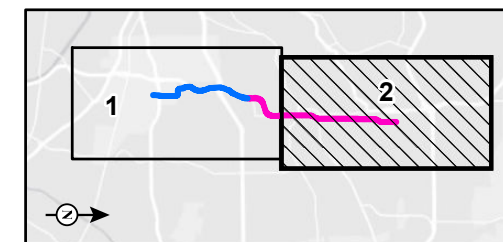
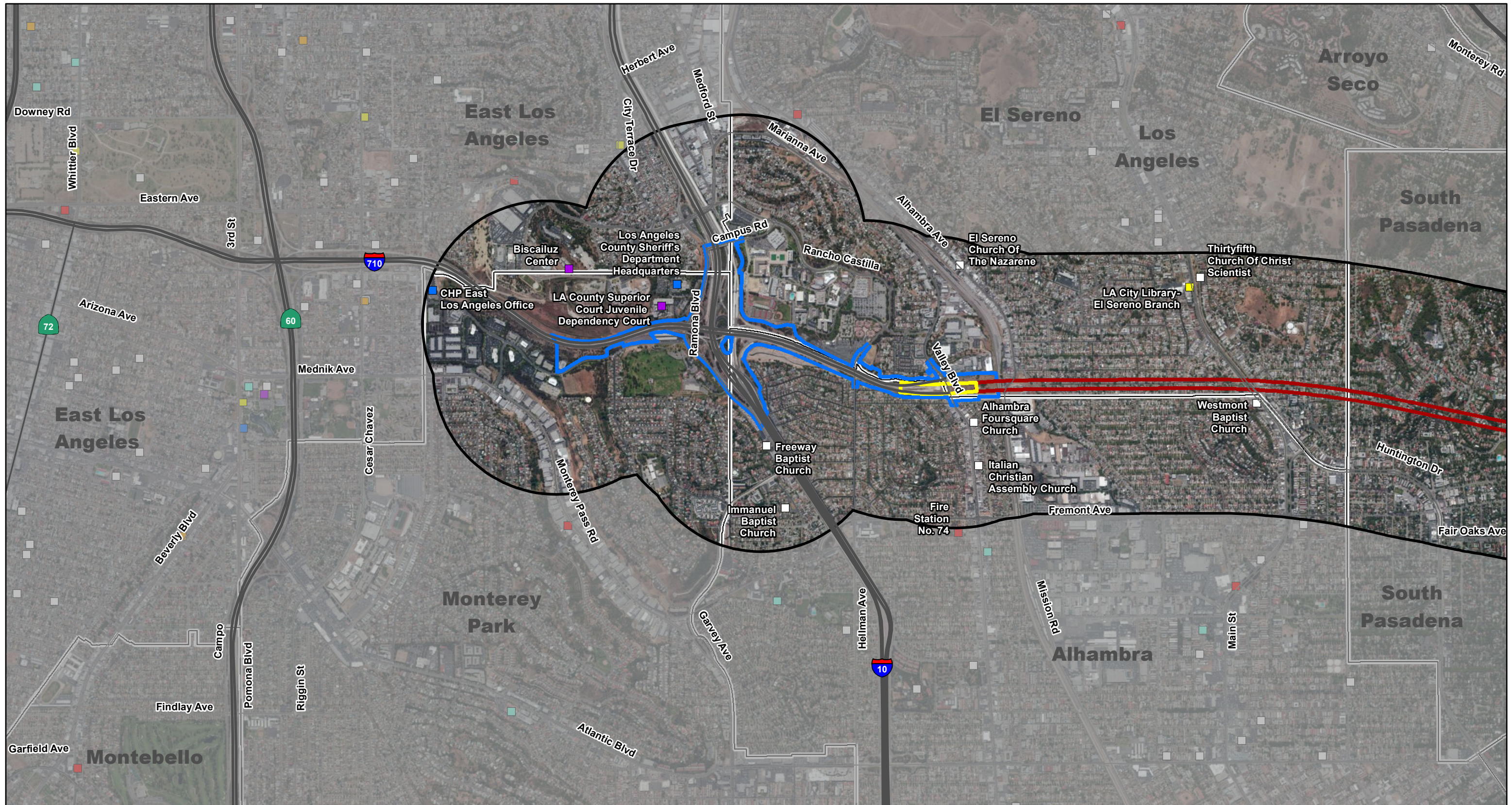


FIGURE 6.5-6
 Sheet 2 of 2

SR-710 North Study
 LRT Alternative
 Schools, Parks, and Recreation Facilities

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LSA

LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- 0.5 Mile from the Project Improvements

- Cities, Neighborhoods, and Unincorporated Communities
- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service

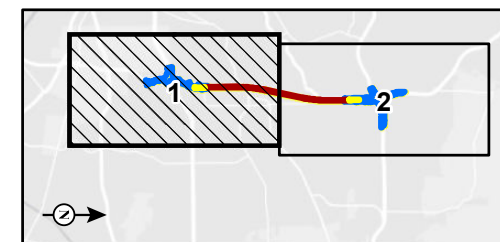
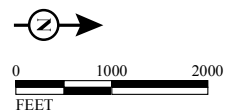
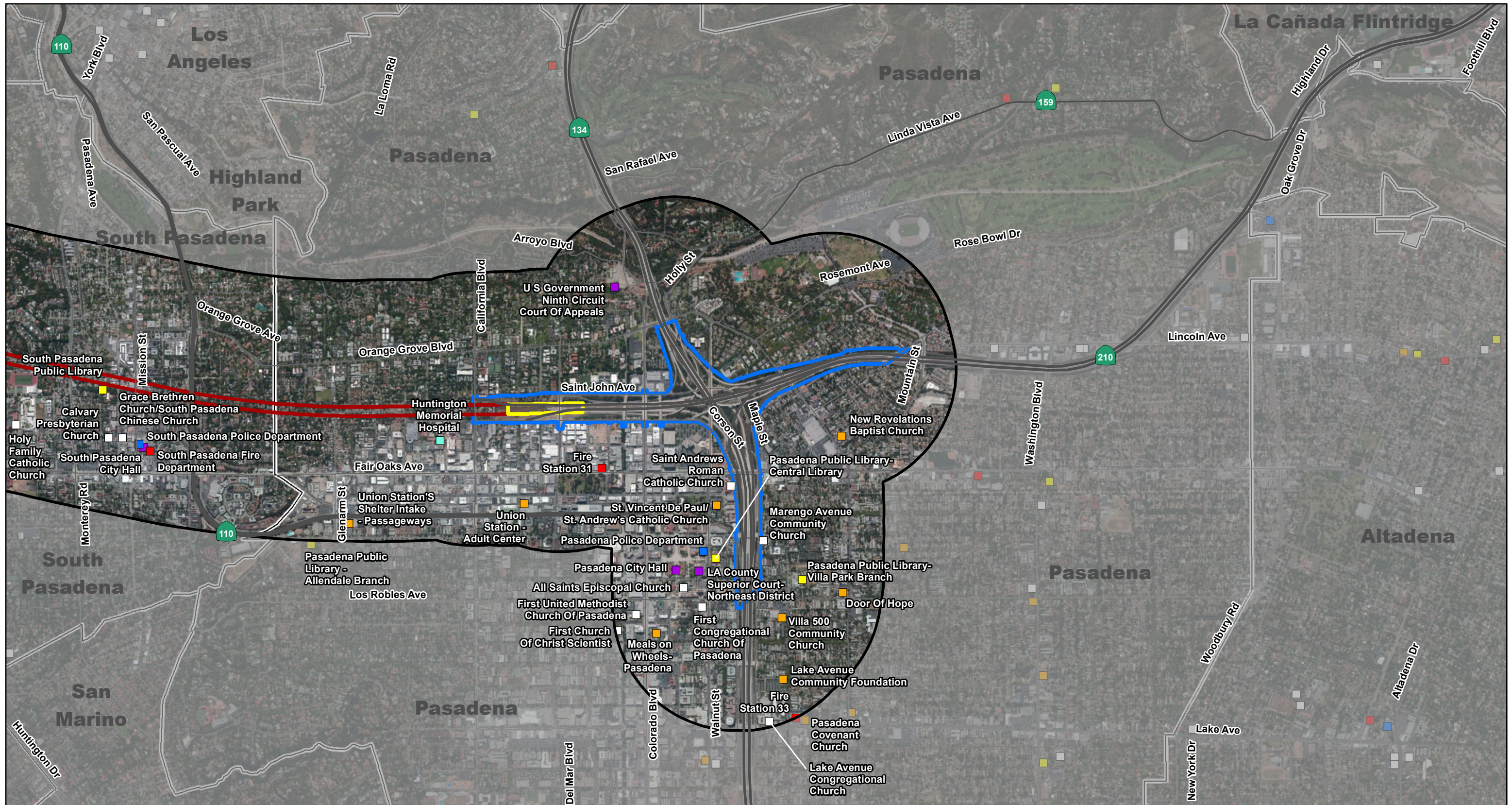


FIGURE 6.5-7
Sheet 1 of 2

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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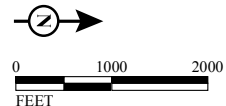


LSA

LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- 0.5 Mile from the Project Improvements

- Cities, Neighborhoods, and Unincorporated Communities
- Police
- Fire Station
- Library
- Other Government Facilities
- Hospital
- Place of Worship
- Homeless Service



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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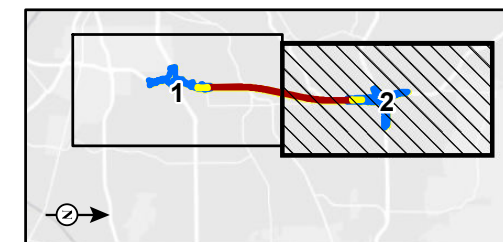
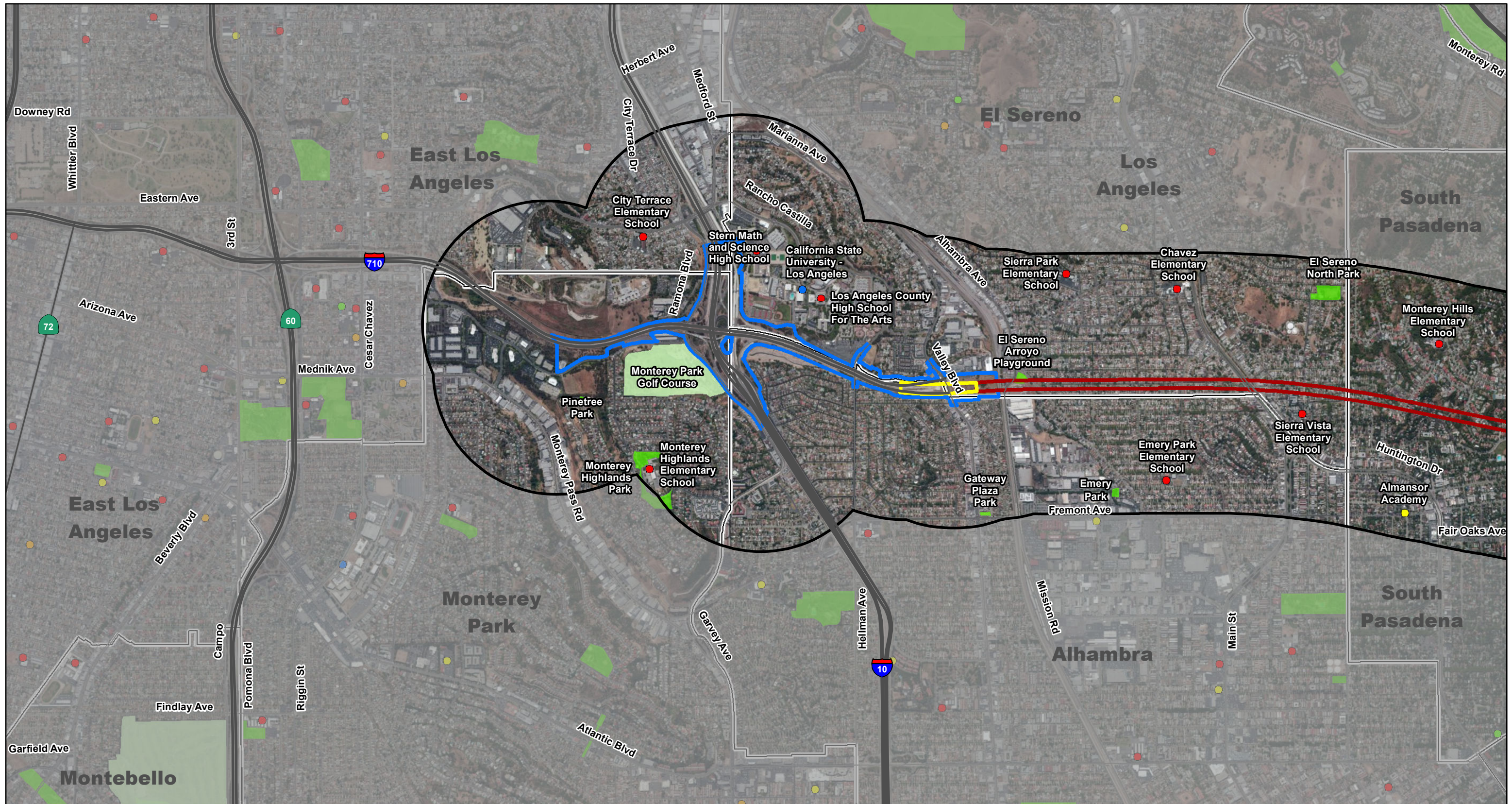


FIGURE 6.5-7
 Sheet 2 of 2

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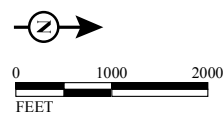
LSA

LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- 0.5 Mile from the Project Improvements

- Cities, Neighborhoods, and Unincorporated Communities
- Park
- Golf Course

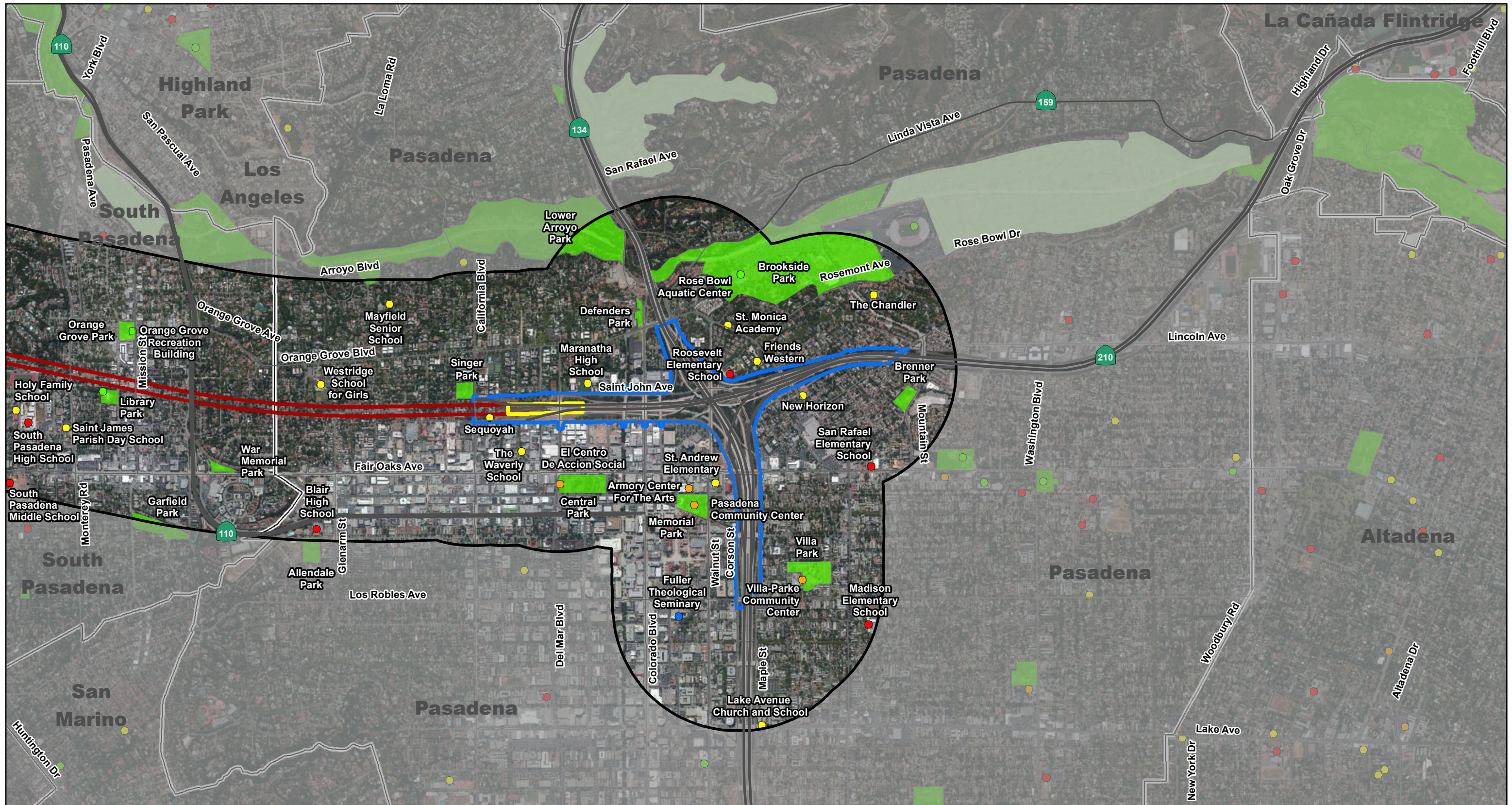
- Public School
- Private School
- College or University
- Community Center
- Recreation Facility



SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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FIGURE 6.5-8
 Sheet 1 of 2

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LSA

LEGEND

- At Grade Segment
- Cut and Cover Tunnel Segment
- Bored Tunnel Segment
- 0.5 Mile from the Project Improvements

- Cities, Neighborhoods, and Unincorporated Communities
- Park
- Golf Course

- Public School
- Private School
- College or University
- Community Center
- Recreation Facility

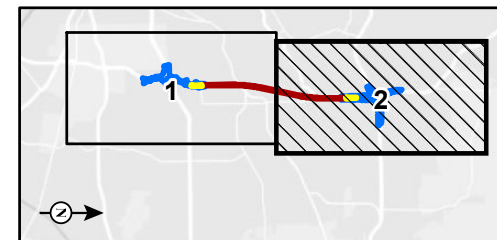
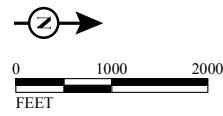


FIGURE 6.5-8
Sheet 2 of 2

SOURCE: Bing (c.2012); LA County (2013); Thomas Bros (2011); CH2MHill (2013); ESRI (2007)
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7. Environmental Justice

7.1 Methodology

The assessment of potential adverse and beneficial effects of the State Route 710 (SR 710) North Study alternatives was conducted as described in the following sections.

7.1.1 Identification of Potential Environmental Justice Population or Populations That Might be Affected

The Council on Environmental Quality (CEQ), an advisory body that has oversight of the federal government's compliance with Executive Order (EO) 12898 and the National Environmental Policy Act (NEPA), has developed guidance for implementing environmental justice under NEPA.¹ The CEQ guidance recommends identifying minority populations where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The CEQ guidance also recommends identifying low-income populations in an affected area by applying the annual statistical poverty thresholds from the United States Census Bureau (Census Bureau) Current Population Reports, Series P-60 on Income and Poverty.

In January 2003, Caltrans published the Desk Guide, Environmental Justice in Transportation Planning and Investments (Desk Guide), which provides information and examples of ways to promote environmental justice to those involved in making decisions about California's transportation system.² The Desk Guide notes that transportation agencies, particularly those in a state as diverse as California, may need to adapt the regulatory definitions of low-income and minority populations to conduct a meaningful analysis. In regions with high minority and low-income populations, for instance, use of the standard definitions to define such populations could result in selection of most of the region. Because Los Angeles County (County) contains substantial minority and low-income populations (49.7 percent racial minorities, 47.7 percent Hispanics/Latinos, and 16.3 percent living below the poverty threshold established by the Census Bureau), a different standard is required to identify those census tracts in the SR 710 North Study area where minority and low-income populations are present in meaningfully greater percentages than the general population in the County.

The Desk Guide also notes that the low-income or minority threshold may also be adapted in order to make use of available data. For example, the Census Bureau determines the number of persons living below poverty based on the Census Bureau's poverty thresholds, which differ slightly from the poverty guidelines defined by the Department of Health and Human Services (DHHS). For 2013, the Census Bureau's preliminary weighted average poverty threshold for a family of four was \$23,836.³

¹ Council on Environmental Quality, "Environmental Justice under the National Environmental Policy Act," December 10, 1997, <http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf>, accessed May 2, 2014.

² California Department of Transportation, *Desk Guide, Environmental Justice in Transportation Planning and Investments*, January 2003, http://www.dot.ca.gov/hq/tpp/offices/ocp/ej_titlevi_files/EnvironmentalJusticeDeskGuideJan2003.pdf, accessed May 2, 2014.

³ United States Census Bureau, Preliminary Estimate of Weighted Average Poverty Thresholds for 2013, January 17, 2014, <https://www.census.gov/hhes/www/poverty/data/threshld/13PRELIMINARY.xls>, accessed May 2, 2014.

For 2013, DHHS established a poverty guideline of \$23,550 for a family of four.¹ Therefore, because the available census data related to persons living below the poverty level is based on the Census Bureau's poverty thresholds, as recommended in the CEQ guidance, this analysis identifies low-income populations that are meaningfully greater than the general population by applying the Census Bureau's poverty thresholds rather than the DHHS poverty guidelines.

This environmental justice analysis applies the following methodology to identify minority and low-income populations:

- Census tracts are considered to have substantial minority populations if the percentage of minority residents within them is more than 10 percentage points higher than the County average (i.e., 59.7 percent or higher for racial minorities and 57.7 percent or higher for Hispanics/Latinos).
- Census tracts are considered to have substantial low-income populations if the percentage of residents within them who are living below the Census Bureau's defined poverty threshold is more than 5 percentage points higher than the County average (i.e., 21.3 percent or higher).

The environmental justice analysis was conducted using demographic information from the 2010 United States Census at the census tract level for the study area cities and Los Angeles County, and data from the 2007–2011 American Community Survey (ACS). The following three populations were considered in assessing whether the SR 710 North Study alternatives would result in disproportionate impacts to environmental justice populations and whether those alternatives would result in benefits for those populations:

- **Racial Minority Population:** Defined as 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 described in the methodology set forth above, study area census tracts are considered to have substantial racial minority populations if the aggregated percentage of racial minority residents within them is 59.7 percent or higher.
- **Hispanic/Latino Population:** Defined as persons of Hispanic/Latino origin, a descriptor of ethnic origin who may be of any race. As described in the methodology set forth above, study area census tracts are considered to have substantial Hispanic/Latino populations if the percentage of Hispanic/Latino residents within them is 57.7 percent or higher.
- **Low-Income Population:** Pursuant to the methodology outlined above, low-income populations are those persons living below the poverty level as defined as the Census Bureau's poverty threshold. For 2013, the Census Bureau's preliminary weighted average poverty threshold for a family of four was \$23,836. As described in the methodology set forth above, study area census tracts are considered to have substantial low-income populations if the percentage of persons living below the poverty level within them is 21.3 percent or higher.

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

7.1.2 Assess the Potential for Adverse and/or Beneficial Effects on the Environmental Justice Populations

The demographic data for the environmental justice populations described above are provided by census tract in Tables 7.1.1 through 7.1.4 and are shown on Figure 7.1-1 (which has four sheets) and Figures 7.1-2 through 7.1-4 (each of which has two sheets). The tables and figures cited in this chapter are provided following the last page of text in this chapter.

The potential adverse effects on environmental justice populations were assessed for the No Build and Build Alternatives based on the analysis of community impacts provided in Chapter 6, Environmental Consequences. Those effects were evaluated to determine if they would result in disproportionately high and adverse impacts on an environmental justice population. A disproportionately high and adverse effect on environmental justice populations is defined as an adverse effect that either:

- Is predominantly borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Those effects were assessed considering measures to reduce those effects and potential beneficial effects of the alternatives on environmental justice populations.

The alternatives were also assessed to identify potential benefits on environmental justice populations. Potential benefits considered in this analysis included improved accessibility to jobs and other destinations, reduced travel times, transit availability, and level of service.

7.2 Affected Environment

The study area for the consideration of effects on environmental justice populations was defined as the census tracts for the cities, communities, and neighborhoods within the overall study area used to assess the project effects on community character and cohesion. As noted earlier, the demographic data for the environmental justice populations by census tract are provided in Tables 7.1.1 through 7.1.4 and are shown on Figures 7.1-1 through 7.1-4. Because the study area is very large and the improvements in the individual Build Alternatives are located throughout the study area, the demographic data by census tract for the environmental justice populations are described in this section by Build Alternative.

Tables 7.1.1 through 7.1.4 list the census tracts in the cities, neighborhoods, and unincorporated areas in which improvements in the Transportation System Management/Transportation Demand Management (TSM/TDM), Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Freeway Tunnel Alternatives, respectively, are located. Tables 7.1.1 through 7.1.4 further show the percentages of three populations (i.e., racial minority, Hispanic/Latino, and low-income populations) in each census tract of its respective city, community, neighborhood and/or Los Angeles County, as appropriate for the four Build Alternatives. The ***bold italicized*** percentages in Tables 7.1.1 through 7.1.4 represent those census tracts that contain substantial racial minority, Hispanic/Latino, or low-income populations, as defined above, in comparison to the County of Los Angeles overall.

Figure 7.1-1 shows the improvements in the TSM/TDM Alternative with the census tracts in which they are located by environmental justice population. Figures 7.1-2 through 7.1-4 show the improvements in the BRT, LRT, and Freeway Tunnel Alternatives, respectively, with the census tracts in which they are located by environmental justice population. The census tracts shown in grey on these figures are census tracts in which the percentage of racial minority, Hispanic/Latino, and low-income populations is substantial when compared to the averages for the County as described in the following sections. As shown on Figures 7.1-1 through 7.1-4, many census tracts have more than one environmental justice population that is substantial when compared to the average for the County.

7.2.1.1 Census Tracts Containing or Adjacent to TSM/TDM Alternative Improvements

As shown in Table 7.1.1, the improvements in the TSM/TDM Alternative would be located in census tracts in six cities (Alhambra, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena), two neighborhoods (Eagle Rock and El Sereno) in the City of Los Angeles, and one unincorporated community (the Unincorporated San Gabriel Valley Communities) in Los Angeles County. As shown on Figure 7.1-1, 10 of the 24 mapped TSM/TDM Alternative improvements occur within or adjacent to one or more census tracts with substantial environmental justice populations, as follows:

- Fourteen of the TSM/TDM Alternative improvements occur within or adjacent to census tracts with substantial racial minority populations (Sheet 1 of Figure 7.1-1). The affected census tracts are: 11 tracts in Alhambra, 2 tracts in Rosemead, 4 tracts in San Gabriel, 1 tract in San Marino, 1 tract in Eagle Rock, and 1 tract in the Unincorporated San Gabriel Valley Communities.
- Two of the TSM/TDM Alternative improvements occur within or adjacent to census tracts with substantial Hispanic/Latino populations (see Sheet 2 of Figure 7.1-1). The affected census tracts are all within El Sereno.
- Two of the TSM/TDM Alternative improvements occur within or adjacent to census tracts with substantial low-income populations (Sheet 3 of Figure 7.1-1). The affected census tracts are: 1 tract in Alhambra and 3 tracts in El Sereno.

Sheet 4 of Figure 7.1-1 shows the locations of the improvements in the TSM/TDM Alternative and all census tracts with one or more environmental justice populations. As shown, nearly half the census tracts in the study area have one or more environmental justice populations. Fourteen of the TSM/TDM Alternative improvements are completely outside census tracts with one or more environmental justice populations, and three improvements are partially within or adjacent to census tracts with at least one environmental justice population. A total of 11 of the TSM/TDM Alternative improvements are entirely within census tracts with one or more environmental justice populations.

7.2.1.2 Census Tracts Containing or Adjacent to BRT Alternative Improvements

As shown in Table 7.1.2, the proposed BRT route in the BRT Alternative would be located in census tracts in five cities (Alhambra, Monterey Park, Pasadena, San Marino, and South Pasadena) and one unincorporated community (East Los Angeles) in Los Angeles County. As shown on Figure 7.1-2, the BRT Alternative improvements occur within or adjacent to census tracts with substantial environmental justice populations, as follows:

- Most of the southern half of the alignment of the proposed BRT route is within or adjacent to census tracts with substantial racial minority populations (Sheet 1 of Figure 7.1-2). The affected census tracts are: 9 tracts in Alhambra and 6 tracts in Monterey Park.
- The southern quarter of the alignment of the proposed BRT route is within or adjacent to census tracts with substantial Hispanic/Latino populations (Sheet 1 of Figure 7.1-2). The affected census tracts are: 1 tract in Monterey Park and 4 tracts in East Los Angeles.
- Approximately one-tenth of the alignment of the proposed BRT route is within or adjacent to census tracts with substantial low-income populations (Sheet 2 of Figure 7.1-2). The affected census tracts are: 2 tracts in Alhambra, 1 tract in Monterey Park, and 1 tract in East Los Angeles.

Sheet 2 of Figure 7.1-2 shows the locations of the physical improvements in the BRT Alternative, including the stations, and all the census tracts with one or more environmental justice populations. As shown, nearly half of the census tracts in the study area have one or more environmental justice populations. Nearly two-thirds of the alignment of the proposed BRT route and 6 of the 17 bus stations in the BRT Alternative are within census tracts with at least one environmental justice population.

7.2.1.3 Census Tracts Containing or Adjacent to LRT Alternative Improvements

As shown in Table 7.1.3, the alignment of the proposed LRT line in the LRT Alternative would be located in census tracts in four cities (Alhambra, Monterey Park, Pasadena, and South Pasadena), one neighborhood (El Sereno) in the City of Los Angeles, and one unincorporated community (East Los Angeles) in Los Angeles County. As shown on Figure 7.1-3, the proposed LRT line in the LRT Alternative would occur within or adjacent to census tracts with substantial environmental justice populations, as follows:

- Approximately one-half of the alignment of the LRT line in the LRT Alternative (including both tunnel and aerial segments) and 4 LRT stations are within or adjacent to census tracts with substantial racial minority populations (Sheet 1 of Figure 7.1-3). The affected census tracts are: 3 tracts in Alhambra and 2 tracts in Monterey Park.
- Approximately one-third of the alignment of the LRT line in the LRT Alternative (including both tunnel and aerial segments) and 3 LRT stations are within or adjacent to census tracts with substantial Hispanic/Latino populations (Sheet 1 of Figure 7.1-3). The affected census tracts are: 1 tract in Alhambra, 2 tracts in El Sereno, and 2 tracts in East Los Angeles.
- Approximately one-tenth of the alignment of the LRT line in the LRT Alternative aerial segments and 2 LRT stations are within or adjacent to census tracts with substantial low-income populations (Sheet 2 of Figure 7.1-3). The 2 affected census tracts are in East Los Angeles.

Sheet 2 of Figure 7.1-3 shows the alignment of the LRT line in the LRT Alternative, the locations of the LRT Alternative, and census tracts with one or more environmental justice populations. As shown, nearly half of the census tracts in the study area have one or more environmental justice populations. Nearly two-thirds of the LRT Alternative alignment and four of the seven LRT stations are within or immediately adjacent to census tracts with at least one environmental justice population.

7.2.1.4 Census Tracts Containing or Adjacent to the Freeway Tunnel Alternative Improvements

As shown in Table 7.1.4, the improvements in the Freeway Tunnel Alternative would be located in census tracts in four cities (Alhambra, Monterey Park, Pasadena, and South Pasadena), one neighborhood (El Sereno) in the City of Los Angeles, and one unincorporated community (East Los Angeles) in Los Angeles County. As shown on Figure 7.1-4, the Freeway Tunnel Alternative improvements (both freeway and tunnel segments) occur within or adjacent to census tracts with substantial environmental justice populations, as follows:

- Parts of both the northern and southern freeway (non-tunnel) segments in the Freeway Tunnel Alternative are within or adjacent to census tracts with substantial racial minority populations (Sheet 1 of Figure 7.1-4). The affected census tracts are: 3 tracts in Alhambra, 1 tract in Monterey Park, and 1 tract in Pasadena.
- Parts of the northern and southern freeway segments and approximately one-third of the tunnel alignment in the Freeway Tunnel Alternative are within or adjacent to census tracts with substantial Hispanic/Latino populations (Sheet 1 of Figure 7.1-4). The affected census tracts are: 2 tracts in Pasadena, 4 tracts in El Sereno, and 2 tracts in East Los Angeles.
- Parts of the northern and southern freeway segments and approximately one-tenth of the tunnel alignment in the Freeway Tunnel Alternative are within or adjacent to census tracts with substantial low-income populations (Sheet 2 of Figure 7.1-4). The affected census tracts are: 3 tracts in Pasadena, 1 tract in El Sereno, and 2 tracts in East Los Angeles.

Sheet 2 of Figure 7.1-4 shows the locations of the freeway and tunnel segments of the Freeway Tunnel Alternative and census tracts with one or more environmental justice populations. As shown, nearly half of the census tracts in the study area have one or more environmental justice populations. The entire freeway segment at the southern end of the alignment (at and north of the Interstate 10 [I-10] interchange), nearly half of the tunnel alignment, and approximately half of the freeway segment at the northern end of the alignment (south of and at the Interstate 210 [I-210] interchange) are within or immediately adjacent to census tracts with at least one environmental justice population.

7.3 Impacts

7.3.1 Overview

The analyses in this section specifically address whether the SR 710 North Study Build Alternatives would result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations after taking mitigation and offsetting benefits into account.

7.3.2 Short-Term Impacts on Environmental Justice Populations

7.3.2.1 No Build Alternative

The No Build Alternative does not include construction of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in short-term effects on environmental justice populations.

7.3.2.2 Build Alternatives

The construction of the improvements in the Build Alternative would require the temporary use of small areas of privately owned land for use as temporary construction easements (TCEs) but would not displace any existing land uses. Any land used temporarily for a TCE would be returned to its original or better condition prior to returning that land to the original owner. As a result, the construction of the Build Alternatives would not result in temporary adverse impacts on environmental justice populations related to the temporary use of land for TCEs.

Construction of the Build Alternatives could result in short-term traffic, air quality, and noise effects on populations in the vicinity of active construction areas. As shown on Figures 7.1-1 through 7.1-4 and in Tables 7.1.1 through 7.1.4, the majority of the improvements in all the Build Alternatives would be within or adjacent to census tracts occupied by one or more of the environmental justice populations that occur at substantially higher percentages than the percentages in the County. The potential short-term construction effects in the vicinity of project improvements, on both environmental and non-environmental justice populations, are described in the following sections.

Site preparation, grading, and construction activities for the Build Alternative improvements would generate air emissions from worker commutes, operation of construction equipment, and soil disturbance during grading and excavation. Those emissions may extend beyond the boundaries of the construction areas. Worker commutes, materials and waste transport, and site preparation, grading, and construction activities would also generate noise that would extend beyond the boundaries of the construction areas. As a result, residents and other persons in the vicinity of active construction areas could experience short-term air quality and noise effects from the operation of construction equipment and other construction-related activities. The short-term air quality and noise effects and the length of time those effects would occur would vary by Build Alternative and the specific improvements being constructed at a specific location. For example, grading and excavation would be limited to relatively small areas for relatively short periods of time for most of the TSM/TDM Alternative improvements but would cover larger areas and require longer construction periods for the LRT and Freeway Tunnel Alternatives.

Depending on the Build Alternative, the construction of project improvements will likely require the temporary closures of lanes, road segments, bridges, and/or freeway ramps, and/or restrictions on turn movements to accommodate the construction activities and the staging of construction equipment and materials. As a result, travelers in the vicinity of project-related construction activities may experience short-term delays traveling near, around, and through areas near construction activities or detours around certain construction activities.

As shown on Figures 7.1-1 through 7.1-4, the improvements in the Build Alternatives are proposed across the study area and are located within or adjacent to a large number of census tracts with environmental justice populations. As a result, environmental justice populations, as well as other populations in those areas, would experience short-term adverse air, noise, and traffic impacts during construction of the project improvements. The construction contractors will be required to comply with applicable South Coast Air Quality Management District (SCAQMD) and California Department of Transportation (Caltrans) requirements regarding the control of air and dust emissions during construction, and Caltrans and local jurisdictional requirements regarding the control of noise during construction. The construction contractors will be required to implement Transportation Management Plans (TMPs) prior to and during construction to minimize delays and other construction-related effects on the traveling public, pedestrians, bicyclists, transit vehicles,

and emergency service providers. Based on compliance with these requirements, the short-term adverse impacts on all populations, including environmental justice populations, would be substantially reduced.

In summary, environmental justice populations across the study area would experience short-term adverse air quality, noise, and traffic impacts. Non-environmental justice populations in the study area would also experience those short-term effects during construction of the project improvements. Moving the improvements in the Build Alternatives to other locations to avoid short-term construction effects in and near census tracts with one or more environmental justice populations would result in those improvements being located where they would not provide comparable improvements to the circulation system. However, because those short-term effects on all populations, including environmental justice populations, can be substantially reduced, the construction of the Build Alternatives would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.

7.3.3 Permanent Impacts

7.3.3.1 No Build Alternative

The No Build Alternative does not include the operation of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in permanent effects on environmental justice populations. However, because the No Build Alternative would not provide any improvements to the transit, transportation, and circulation systems, it would not provide the benefits to the traveling public, including environmental justice populations, that would occur under the Build Alternatives.

7.3.3.2 TSM/TDM Alternative

As shown on Sheet 4 of Figure 7.1-1, 10 of the TSM/TDM Alternative improvements are within or adjacent to census tracts with at least one environmental justice population, and nearly half of the census tracts in the study area contain one or more environmental justice populations. As described earlier in Section 6.3, Community Character and Cohesion, the improvements in the TSM/TDM Alternative would require permanent acquisition of partial parcels of privately owned land and would not result in the displacement of any residential or non-residential uses on privately owned parcels. The TSM/TDM Alternative would result in the displacement of one business on a parcel owned by Caltrans. All permanent acquisition of land for the TSM/TDM Alternative would comply with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and Title VI of the Civil Rights Act of 1964 (Title VI). As a result, the TSM/TDM Alternative would not result in permanent adverse impacts on environmental justice populations or on non-environmental justice populations related to the permanent acquisition of privately owned land.

The improvements in the TSM/TDM Alternative are relatively modest and focused improvements intended to improve circulation at specific intersections or street segments but would not be expected to increase system efficiency to a level that would substantially increase the overall capacity of the transportation system. The increased system efficiency provided by those improvements would benefit the traveling public, including environmental justice and non-environmental justice populations, using both private vehicles and public transit.

Moving the improvements in the TSM/TDM Alternatives to other locations to avoid permanent land acquisition in and near census tracts with one or more environmental justice populations would result in those improvements being located where they would not provide comparable improvements to the circulation system and would likely not avoid all these types of effects on environmental justice populations. However, because those long-term effects of the TSM/TDM Alternative on all populations, including environmental justice populations, can be substantially reduced, the operation of the TSM/TDM Alternative would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.

In summary, the operation of the TSM/TDM Alternative would not result in adverse impacts that would be appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations after taking offsetting benefits into account.

7.3.3.3 BRT Alternative

In addition to the improvements in the TSM/TDM Alternative, the BRT Alternative will provide dedicated and mixed-flow bus lanes, bus stations, and increased bus service focused on a north-south corridor extending from south of State Route 60 (SR 60) to Pasadena. As described earlier in Section 6.3, the improvements in the BRT Alternative would result in the permanent partial acquisition of parcels of privately owned land but would not require the permanent full acquisition of any privately owned parcels of land and would not result in the displacement of any residential or non-residential uses. All permanent acquisition of land for the BRT Alternative would comply with the requirements of the Uniform Act and Title VI. As a result, the BRT Alternative would not result in permanent adverse impacts on environmental justice populations or non-environmental justice populations related to the permanent acquisition of privately owned land.

The proposed BRT route in the BRT Alternative would provide an efficient alternative for the traveling public with substantial increases in transit services and the provision of bus stations along the BRT route. As shown on Sheet 2 of Figure 7.1-2, nearly two-thirds of the BRT route included in the BRT Alternative and six of the stations would be located within or immediately adjacent to census tracts with one or more environmental justice populations. Based on the locations of the environmental justice populations along the BRT route and in the vicinity of the BRT stations, and the availability of substantially increased bus services in the study area, the improvements in the BRT Alternative that would provide improved transit services and facilities in the study area as well as the TSM/TDM Alternative improvements (which are also provided in the BRT Alternative) will benefit both environmental justice and non-environmental justice populations.

Moving the improvements in the BRT Alternative to other roads to avoid permanent land acquisition in and near census tracts with one or more environmental justice populations along the proposed BRT route included in the BRT Alternative could result in those improvements being located where they would not provide comparable improvements to the circulation system and would likely not avoid all these types of effects on environmental justice populations. However, because the long-term effects of the BRT Alternative on all populations, including environmental justice populations, can be substantially reduced, the operation of the BRT Alternative would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.

In summary, the operation of the BRT Alternative would not result in adverse impacts that would be appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations after taking offsetting benefits into account.

7.3.3.4 LRT Alternative

In addition to the improvements in the TSM/TDM Alternative, the LRT Alternative proposes seven stations along the LRT line alignment. New bus routes and increased bus service frequencies would also be provided to support travel to and from the new light rail stations. As described earlier in Section 6.3, the improvements in the LRT Alternative would result in the permanent acquisition of partial parcels of privately owned land but would not require the full acquisition of any privately owned parcels of land that are used for residential uses and, therefore, would not result in the displacement of any residential uses or residents. The LRT Alternative would require the full and partial acquisitions of parcels occupied by non-residential uses and, as a result, would displace businesses and employees. Although the LRT Alternative would result in business and employee displacements in three cities, one unincorporated community, and one neighborhood in the study area (i.e., Alhambra, East Los Angeles, El Sereno, Pasadena, and South Pasadena), due to the types of businesses that would be displaced, their current locations, and the low percentage of transit-dependent residents in the areas surrounding these businesses, the displacement of most of these businesses would not disrupt the social fabric of the cities, communities, and neighborhoods in which they are located.

Within East Los Angeles, the LRT Alternative would result in the displacement of 15 neighborhood-oriented businesses along Mednik Avenue just south of SR 60, which would disrupt the social fabric of the community in this area. Although these businesses would receive relocation assistance under the Uniform Act, based on the currently available properties for relocation included in Appendix C of the *Draft Relocation Impact Report* (Epic 2014), they are not likely to be relocated in the immediate vicinity of their current location. Due to the types of services these businesses offer (i.e., laundromat, drinking water, credit union, and restaurants), their location near the East Los Angeles Civic Center, and the high percentage of transit-dependent residents in the area, local residents are likely to rely on the services provided by these businesses on a day-to-day basis. Therefore, as described in Section 6.3.5, their displacement would adversely affect the community character and cohesion of this part of East Los Angeles. Although the LRT Alternative would adversely affect the community character and cohesion of East Los Angeles, the property acquisition and displacement under the LRT Alternative would result in permanent adverse effects on all the populations in this part of East Los Angeles, including both environmental justice and non-environmental justice populations.

In the long term, the improvements in the LRT Alternative would provide an efficient choice for the traveling public with substantial increases in transit services and the provision of a new light rail line in the study area, including connections to existing light rail lines and services. As shown on Sheet 2 of Figure 7.1-3, nearly two-thirds of the alignment of the LRT line included in the LRT Alternative and four of the seven stations would be located within or immediately adjacent to census tracts with one or more environmental justice populations. Based on the locations of the environmental justice populations along the alignment of the LRT line included in the LRT Alternative and/or in the vicinity of the LRT stations and the availability of substantially increased bus services in the study area, the improvements in the LRT Alternative and the TSM/TDM Alternative improvements (which are

provided in the LRT Alternative) will benefit both the environmental justice populations (especially low-income transit riders like those in the vicinity of the businesses that would be displaced from East Los Angeles) and the non-environmental justice populations.

Moving the alignment of the LRT line and stations in the LRT Alternative to other locations to avoid permanent land acquisition in and near census tracts with one or more environmental justice populations along the current alignment of the LRT Alternative could result in those improvements being located where they would not provide comparable improvements to the circulation system and would likely not avoid all these types of effects on environmental justice populations. In summary, after taking offsetting benefits into account, the LRT Alternative would not result in 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.

7.3.3.5 Freeway Tunnel Alternative

In addition to the improvements in the TSM/TDM Alternative, the Freeway Tunnel Alternative proposes a freeway extending between the existing terminus of Interstate 710 (I-710) to the south to the existing I-210/State Route 134 (SR 134) interchange to the north. The at-grade freeway segments on the northern and southern ends of the project segment of SR 710 would connect with the existing I-210/SR 134 interchange to the north and I-710 to the south. There would be no interchanges with local streets except at the existing partial interchange between I-710 and Valley Boulevard. The majority of the alignment of the Freeway Tunnel Alternative would be in tunnel and, therefore, would not result in physical impacts on environmental justice or non-environmental justice populations.

As described earlier in Section 6.3, the improvements on the freeway segment at the southern end of the Freeway Tunnel Alternative would require the acquisition of privately owned land used for residential uses but would not result in the displacement of any existing residential uses or residents. The Freeway Tunnel Alternative would require the full and partial parcel acquisitions occupied by non-residential uses and, as a result, would displace businesses and employees. All permanent acquisition of land for the Freeway Tunnel Alternative, including the relocation of displaced businesses, would comply with the requirements of the Uniform Act and Title VI. As a result, the Freeway Tunnel Alternative would not result in permanent adverse impacts on environmental justice populations or non-environmental justice populations related to the permanent acquisition of privately owned land.

As shown on Sheet 2 of Figure 7.1-4, all of the freeway segment at the southern end (at and north of the I-10 interchange), nearly half of the tunnel alignment, and approximately half of the freeway segment at the northern end of the alignment (south of and at the I-210 interchange) are within or immediately adjacent to census tracts with at least one environmental justice population. Because the Freeway Tunnel Alternative would not provide interchanges or access locations between Valley Boulevard and I-210/SR 134, motorists in the study area along the alignment of that freeway segment would not be able to directly access the freeway from the local street network. However, some travelers currently using north-south local streets to traverse the study area would be expected to take alternative routes that would allow them to access the new freeway for those north-south trips. Environmental justice and other populations would indirectly benefit as a result of reduced traffic on local streets in the study area. In addition, the TSM/TDM Alternative

improvements provided in the Freeway Tunnel Alternative would benefit both environmental justice and non-environmental justice populations in the study area.

Under existing conditions, motorists (and public transit riders) are able to travel in a north-south direction between East Los Angeles and Pasadena along local streets. As such, should one of the operational variations that include vehicle tolling be implemented, some motorists (both environmental justice and non-environmental justice populations) may choose not to use the freeway tunnel included in the Freeway Tunnel Alternative, but would still have travel options for reaching their destinations. Because motorists and public transit riders would still be able to travel between East Los Angeles and Pasadena without using the tunnel, the operational variations that include vehicle tolling would not result in adverse effects on environmental justice or non-environmental justice populations.

Moving the alignment of the Freeway Tunnel Alternative to another location to avoid permanent land acquisition in and near census tracts with one or more environmental justice populations along the current alignment of the Freeway Tunnel Alternative could result in the need to relocate the interchanges at I-10 and I-210, which would substantially increase the project cost and the amount of land need to accommodate the improvements in this Build Alternative. Realigning the Freeway Tunnel Alternative could also result in greater impacts in census tracts with one or more environmental justice populations. However, because the long-term effects of the Freeway Tunnel Alternative on all populations, including environmental justice populations, can be substantially reduced, the operation of the Freeway Tunnel Alternative would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.

As a result, the operation of the Freeway Tunnel Alternative would not result in adverse impacts that would be appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations after taking offsetting benefits into account.

TABLE 7.1.1:
**Environmental Justice Populations in the Census Tracts Containing or Adjacent to the TSM/TDM
Alternative Improvements**

Area and Census Tracts	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
County of Los Angeles	49.7%	47.7%	16.3%
City of Alhambra			
4804	59.2%	29.7%	9.0%
4808.02	61.8%	54.6%	5.2%
4808.04	73.5%	36.8%	15.8%
4809.02	76.8%	37.0%	12.5%
4809.03	72.6%	32.3%	16.8%
4810.01	71.8%	30.5%	21.4%
4810.02	75.1%	33.0%	16.0%
4816.03	82.2%	24.0%	14.2%
4816.04	78.3%	28.2%	13.4%
4816.05	77.1%	35.0%	14.6%
4816.06	86.0%	19.7%	17.6%
4819.01	59.8%	48.1%	6.1%
City of Pasadena			
4631.02	48.7%	34.9%	10.7%
4637	24.6%	13.6%	10.2%
4639	22.5%	15.3%	7.0%
4640	31.6%	14.5%	8.3%
City of Rosemead			
4322.02	74.6%	33.5%	13.0%
4329.01	80.5%	29.6%	11.2%
City of San Gabriel			
4800.02	60.9%	17.5%	0.9%
4811.03	72.6%	39.3%	10.6%
4814.01	86.6%	16.1%	17.8%
4814.02	82.6%	18.0%	13.4%
4823.01	85.9%	26.3%	18.5%
City of San Marino			
4641	50.6%	7.8%	2.5%
4642	68.5%	4.9%	4.5%
City of South Pasadena			
4805	36.3%	15.9%	4.5%
4806	41.7%	18.9%	7.2%
4807.04	52.6%	20.6%	9.1%
City of Los Angeles (Eagle Rock and El Sereno)			
1810	40.8%	27.6%	12.6%
1813	51.4%	33.3%	8.7%
1814	53.7%	35.7%	18.2%
1862.01	69.0%	42.3%	15.2%
2012	53.3%	89.3%	30.8%
2014.01	58.7%	82.1%	22.2%

TABLE 7.1.1:
**Environmental Justice Populations in the Census Tracts Containing or Adjacent to the TSM/TDM
 Alternative Improvements**

Area and Census Tracts	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
2015.03	53.5%	91.8%	26.4%
2016.02	54.2%	84.1%	6.4%
2017	59.2%	65.1%	19.3%

Source 1: United States Census Bureau, 2010 Census, Table DP-1 for racial minority and Hispanic/Latino populations.

Source 2: United States Census Bureau, 2007–2011 American Community Survey, Table DP03 for low-income populations.

Note: **Bold italicized numbers** indicate the values that are substantially greater than the percentage for the County as a whole. For racial minority and Hispanic/Latino populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 59.7% and 57.7%, respectively). For low-income populations, “substantially greater” means 5 percentage points higher than the percentage for the County (i.e., 21.3%).

¹ 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.

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

³ Persons living below the United States Census Bureau’s poverty thresholds. For 2013, the preliminary weighted average poverty threshold for a family of four was \$23,836.

TDM = Transportation Demand Management

TSM = Transportation System Management

TABLE 7.1.2:
Environmental Justice Populations in the Census Tracts Containing or Adjacent to the BRT Alternative Improvements

Area and Census Tracts	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
County of Los Angeles	49.7%	47.7%	16.3%
City of Alhambra			
4803.03	74.1%	37.6%	10.5%
4803.04	78.8%	27.6%	24.5%
4804	59.2%	29.7%	9.0%
4809.01	77.8%	36.1%	9.9%
4809.02	76.8%	37.0%	12.5%
4809.03	72.6%	32.3%	16.8%
4810.01	71.8%	30.5%	21.4%
4816.05	77.1%	35.0%	14.6%
4816.06	86.0%	19.7%	17.6%
4818	68.5%	25.0%	7.5%
City of Monterey Park			
4817.13	90.3%	14.6%	10.2%
4817.14	91.6%	11.2%	28.0%
4820.02	82.9%	25.6%	14.3%
4821.01	82.3%	25.0%	12.5%
4821.02	72.9%	29.8%	11.3%
4827.01	60.1%	63.7%	11.7%
City of Pasadena			
4622.02	46.6%	11.1%	19.4%
4623.02	53.9%	28.5%	12.7%
4627	45.6%	35.7%	8.2%
4634	41.9%	21.7%	11.8%
4635	43.2%	12.2%	12.1%
4636.01	41.7%	14.6%	9.5%
4636.02	43.0%	16.1%	18.9%
4637	24.6%	13.6%	10.2%
4639	22.5%	15.3%	7.0%
4640	31.6%	14.5%	8.3%
City of San Marino			
4641	50.6%	7.8%	2.5%
City of South Pasadena			
4805	36.3%	15.9%	4.5%
4806	41.7%	18.9%	7.2%
4807.04	52.6%	20.6%	9.1%
East Los Angeles			
5303.01	43.0%	97.0%	3.6%
5304	51.3%	76.6%	35.7%

TABLE 7.1.2:
Environmental Justice Populations in the Census Tracts Containing or Adjacent to the BRT Alternative Improvements

Area and Census Tracts	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
5317.01	47.7%	97.8%	18.9%
5317.02	50.0%	96.8%	14.1%

Source 1: United States Census Bureau, 2010 Census, Table DP-1 for racial minority and Hispanic/Latino populations.

Source 2: United States Census Bureau, 2007–2011 American Community Survey, Table DP03 for low-income populations.

Note: **Bold italicized numbers** indicate the values that are substantially greater than the percentage for the County as a whole. For racial minority and Hispanic/Latino populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 59.7% and 57.7%, respectively). For low-income populations, “substantially greater” means 5 percentage points higher than the percentage for the County (i.e., 21.3%).

¹ 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.

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

³ Persons living below the U.S. Census Bureau’s poverty thresholds. For 2013, the preliminary weighted average poverty threshold for a family of four was \$23,836.

BRT = Bus Rapid Transit

TABLE 7.1.3:
Environmental Justice Populations in the Census Tracts Containing or Adjacent to the LRT Alternative Improvements

Area	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
County of Los Angeles	49.7%	47.7%	16.3%
City of Alhambra			
4808.02	61.8%	54.6%	5.2%
4808.03	51.8%	58.9%	3.7%
4808.04	73.5%	36.8%	15.8%
4819.01	59.8%	48.1%	6.1%
City of Monterey Park			
4820.01	85.5%	11.8%	6.4%
4820.02	82.9%	25.6%	14.3%
City of Pasadena			
4636.02	43.0%	16.1%	18.9%
4639	22.5%	15.3%	7.0%
4640	31.6%	14.5%	8.3%
City of South Pasadena			
4805	36.3%	15.9%	4.5%
4806	41.7%	18.9%	7.2%
4807.04	52.6%	20.6%	9.1%
City of Los Angeles (El Sereno)			
2016.02	54.2%	84.1%	6.4%
2017	59.2%	65.1%	19.3%
East Los Angeles			
5304	51.3%	76.6%	35.7%
5305	50.0%	98.1%	22.0%

Source 1: United States Census Bureau, 2010 Census, Table DP-1 for racial minority and Hispanic/Latino populations.

Source 2: United States Census Bureau, 2007–2011 American Community Survey, Table DP03 for low-income populations.

Note: **Bold italicized numbers** indicate the values that are substantially greater than the percentage for the County as a whole. For racial minority and Hispanic/Latino populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 59.7% and 57.7%, respectively). For low-income populations, “substantially greater” means 5 percentage points higher than the percentage for the County (i.e., 21.3%).

¹ 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.

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

³ Persons living below the U.S. Census Bureau’s poverty thresholds. For 2013, the preliminary weighted average poverty threshold for a family of four was \$23,836.

LRT = Light Rail Transit

TABLE 7.1.4:

**Environmental Justice Populations in the Census Tracts Containing or Adjacent to the Freeway Tunnel
 Alternative Improvements**

Area	Racial Minority Population ¹	Hispanic/Latino Population ²	Low-Income Population ³
Los Angeles County	49.7%	47.7%	16.3%
City of Alhambra			
4808.02	61.8%	54.6%	5.2%
4819.01	59.8%	48.1%	6.1%
4819.02	66.4%	44.8%	11.0%
City of Monterey Park			
4820.01	85.5%	11.8%	6.4%
City of Pasadena			
4616	66.7%	59.9%	21.6%
4617	33.3%	15.5%	6.4%
4619.01	59.0%	67.9%	24.4%
4619.02	46.4%	16.3%	28.3%
4622.02	46.6%	11.1%	19.4%
4637	24.6%	13.6%	10.2%
4639	22.5%	15.3%	7.0%
City of South Pasadena			
4806	41.7%	18.9%	7.2%
4807.02	57.2%	17.1%	4.8%
4807.03	45.4%	21.8%	4.4%
4807.04	52.6%	20.6%	9.1%
City of Los Angeles (El Sereno)			
2011.2	54.8%	82.1%	27.8%
2015.01	54.9%	85.4%	13.0%
2016.02	54.2%	84.1%	6.4%
2017	59.2%	65.1%	19.3%
East Los Angeles			
5306.02	45.2%	92.1%	28.3%
5307	55.8%	95.2%	24.7%

Source 1: United States Census Bureau, 2010 Census, Table DP-1 for racial minority and Hispanic/Latino populations

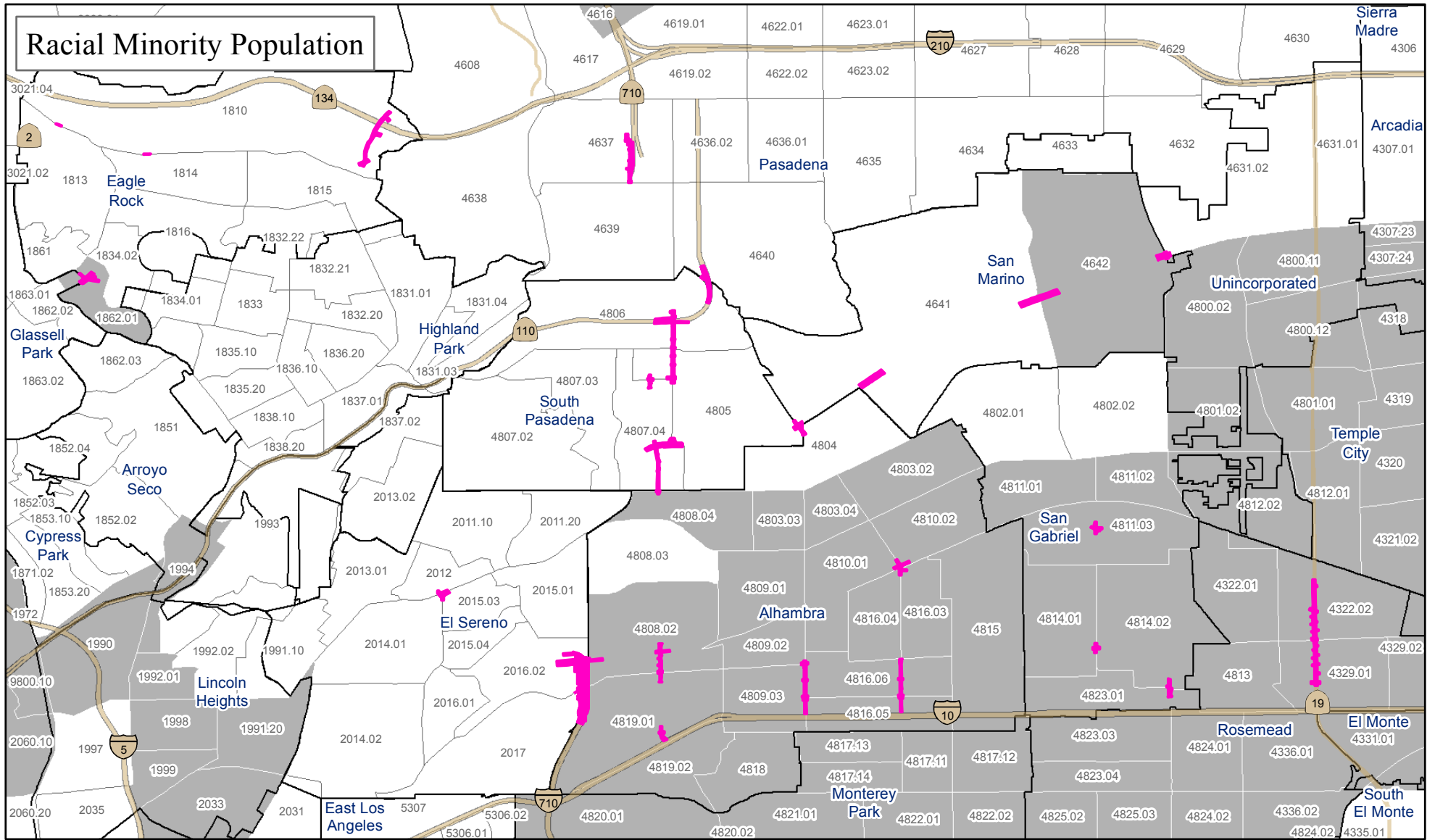
Source 2: United States Census Bureau, 2007–2011 American Community Survey, Table DP03 for low-income populations.

 Note: **Bold italicized numbers** indicate the values that are substantially greater than the percentage for the County as a whole. For racial minority and Hispanic/Latino populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 59.7% and 57.7%, respectively). For low-income populations, “substantially greater” means 5 percentage points higher than the percentage for the County (i.e., 21.3%).

¹ 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.

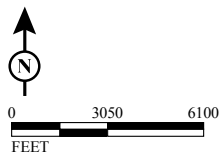
² Persons of Hispanic/Latino Origin may be of any race.

³ Persons living below the U.S. Census Bureau’s poverty thresholds. For 2013, the preliminary weighted average poverty threshold for a family of four was \$23,836.



LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- Census Tracts Where the Percentage of Racial Minorities is 10% Higher than the County Average
- Jurisdictional Boundary



SOURCE: CH2M Hill (2013); U.S. Census (2010)

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FIGURE 7.1-1

Sheet 1 of 4

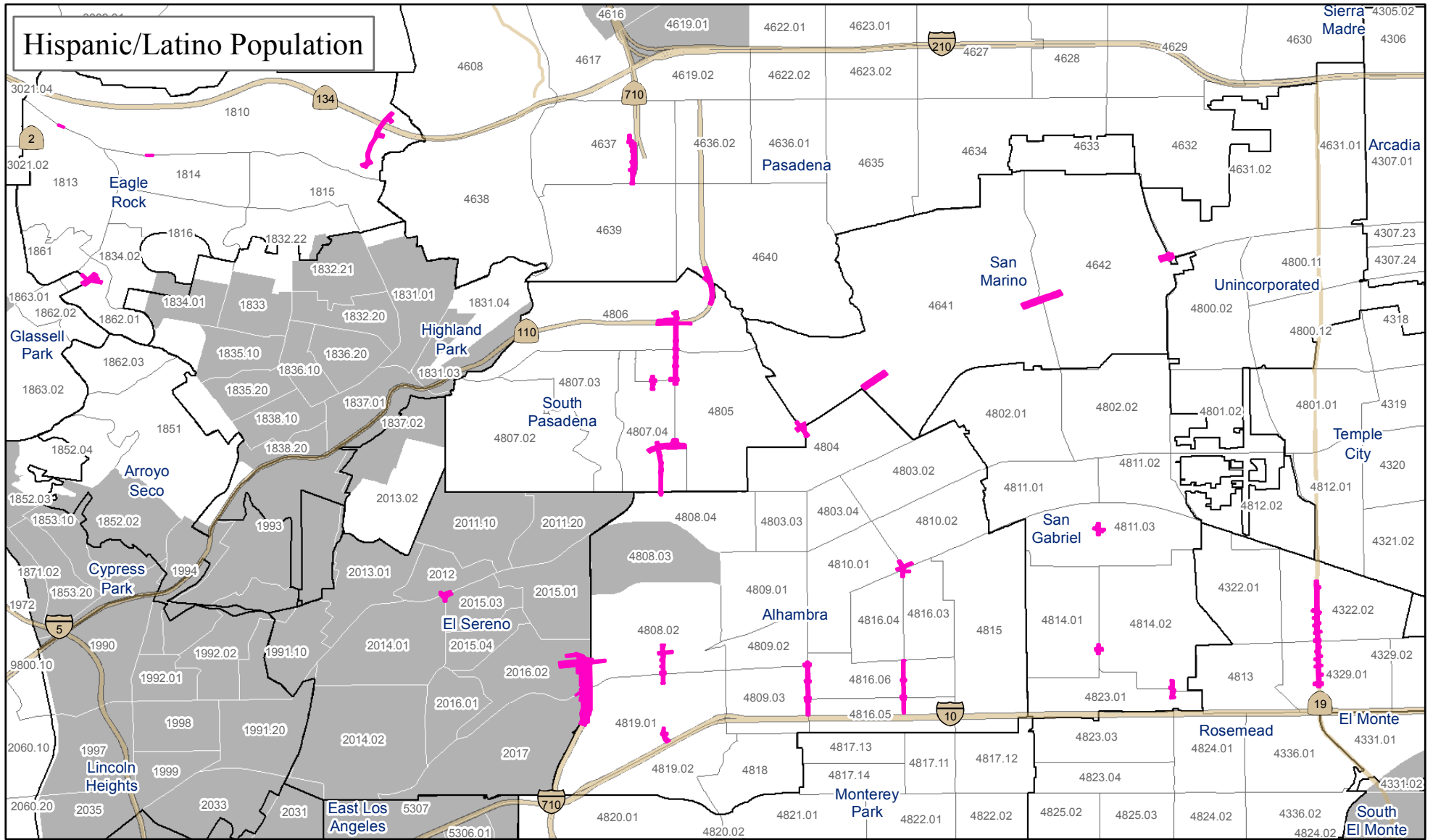
SR 710 North Study
TSM/TDM Alternative and Environmental Justice Populations

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EA 187900

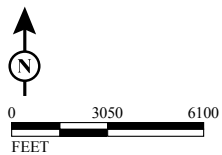
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- Census Tracts Where the Percentage of Hispanics/Latinos is 10% Higher than the County Average
- Jurisdictional Boundary



SOURCE: CH2M Hill (2013); U.S. Census (2010)

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FIGURE 7.1-1

Sheet 2 of 4

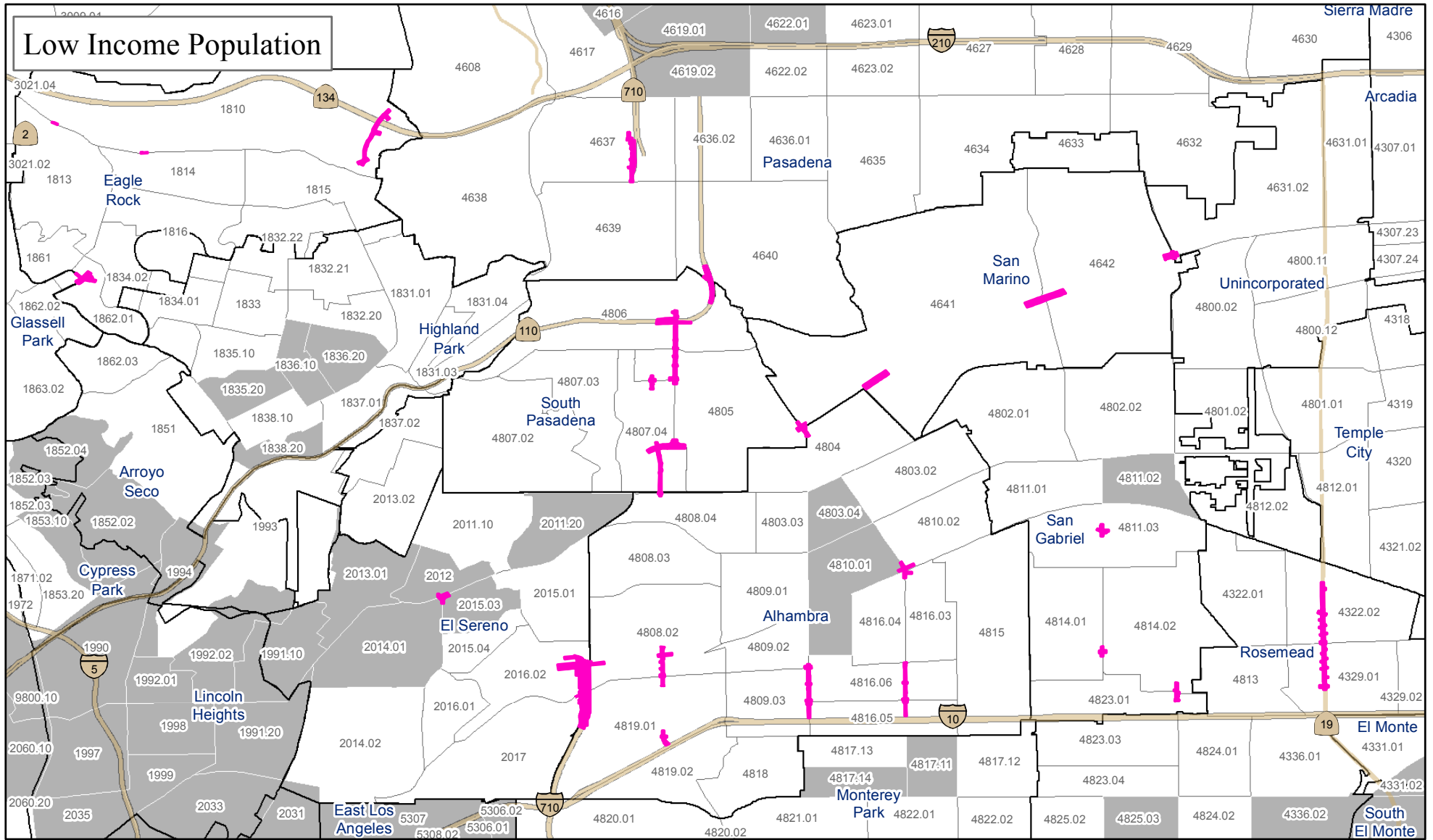
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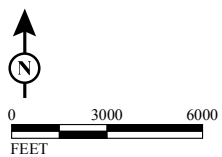
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- Census Tracts Where the Percentage of Persons Living Below the Poverty Level is 5% Higher than the County Average
- Jurisdictional Boundary

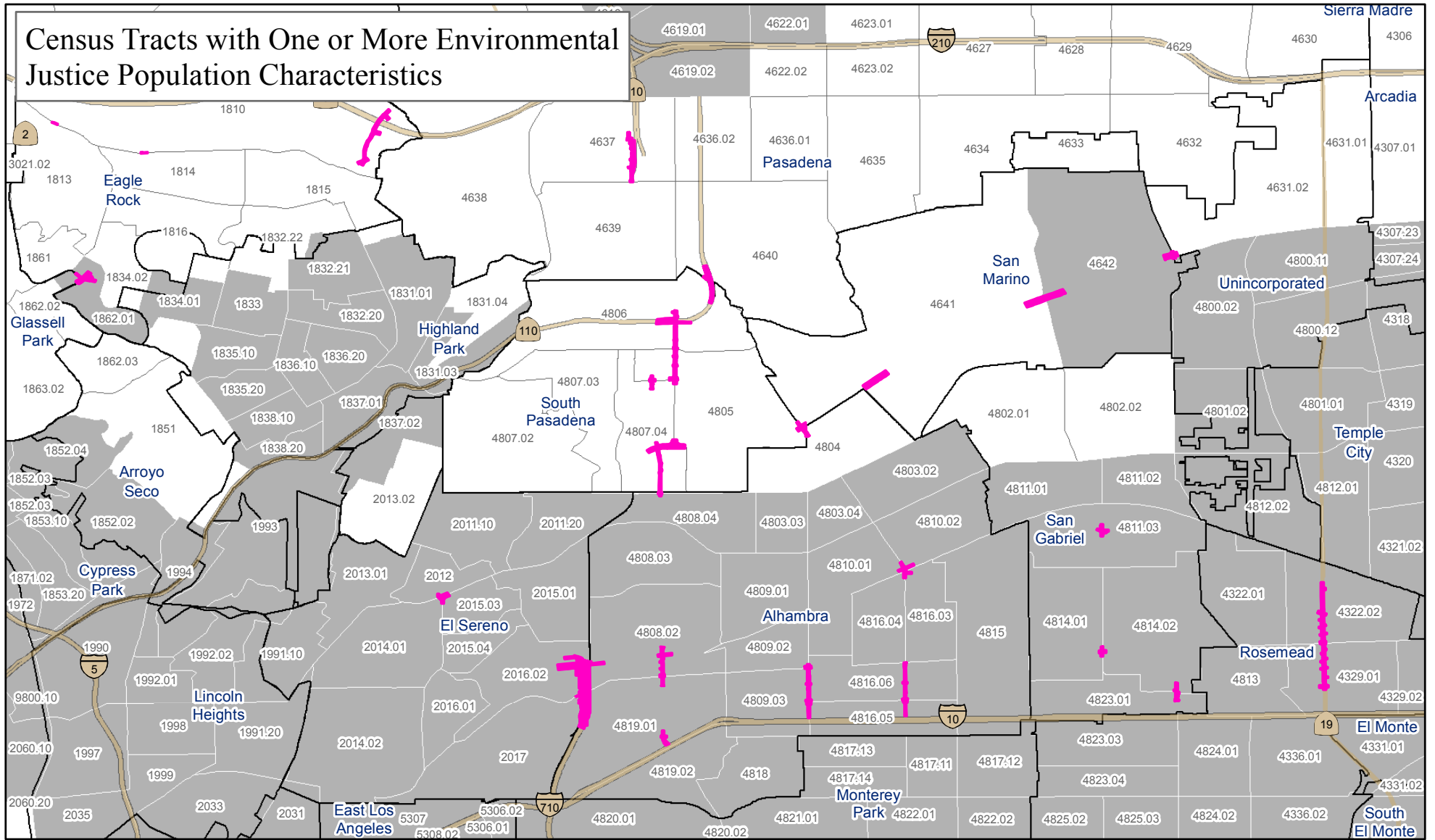


SOURCE: CH2M Hill (2013); U.S. Census ACS 2007-2011, Table DP03
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FIGURE 7.1-1
 Sheet 3 of 4

SR 710 North Study
 TSM/TDM Alternative and Environmental Justice Populations
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LEGEND

- TSM/TDM Alternative Local Street and Intersection Improvements
- Census Tracts with One or More Environmental Justice Population Percentage Substantially Greater than the County Average
- Jurisdictional Boundary

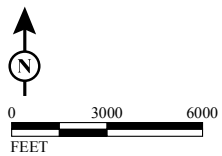


FIGURE 7.1-1
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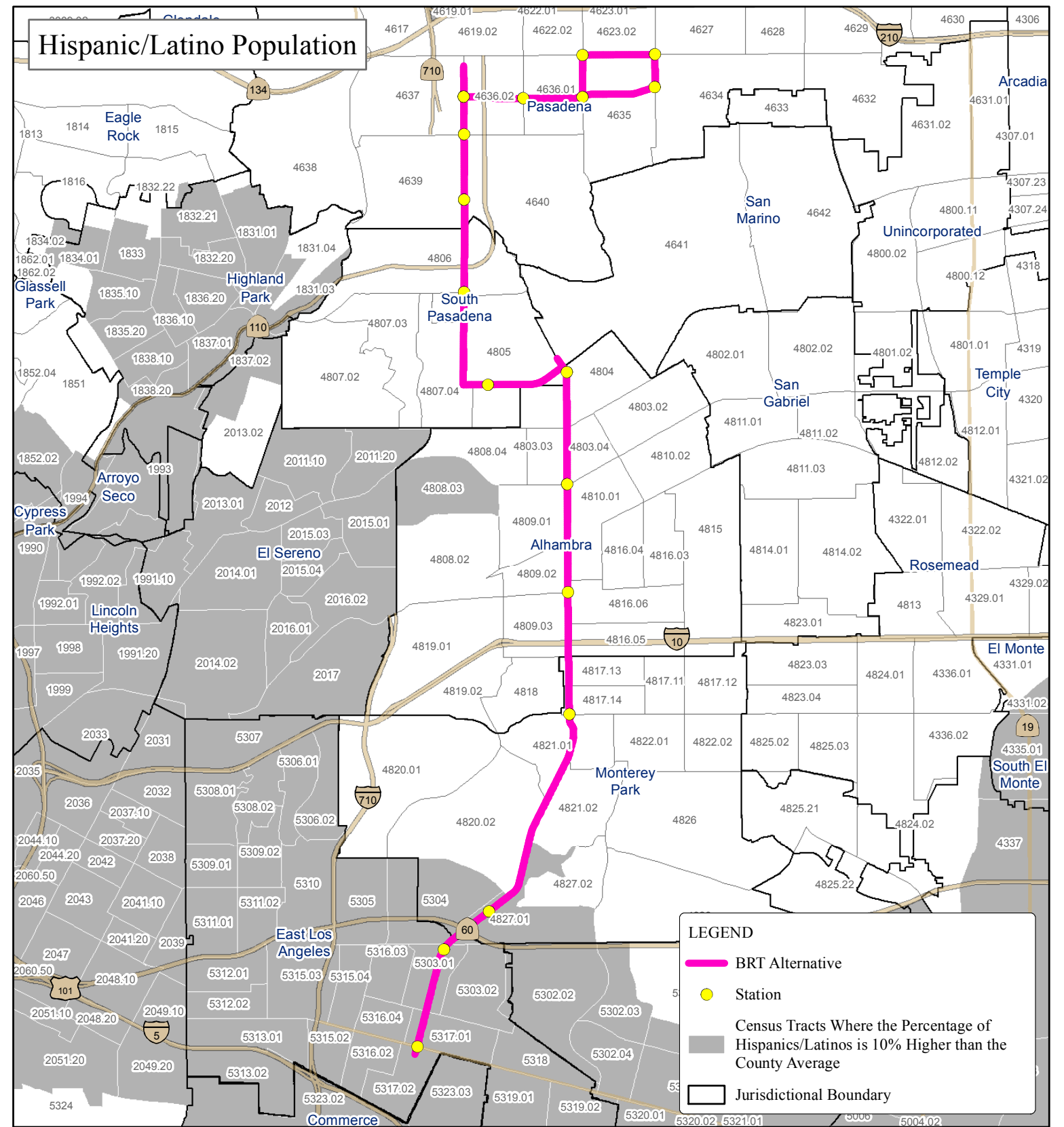
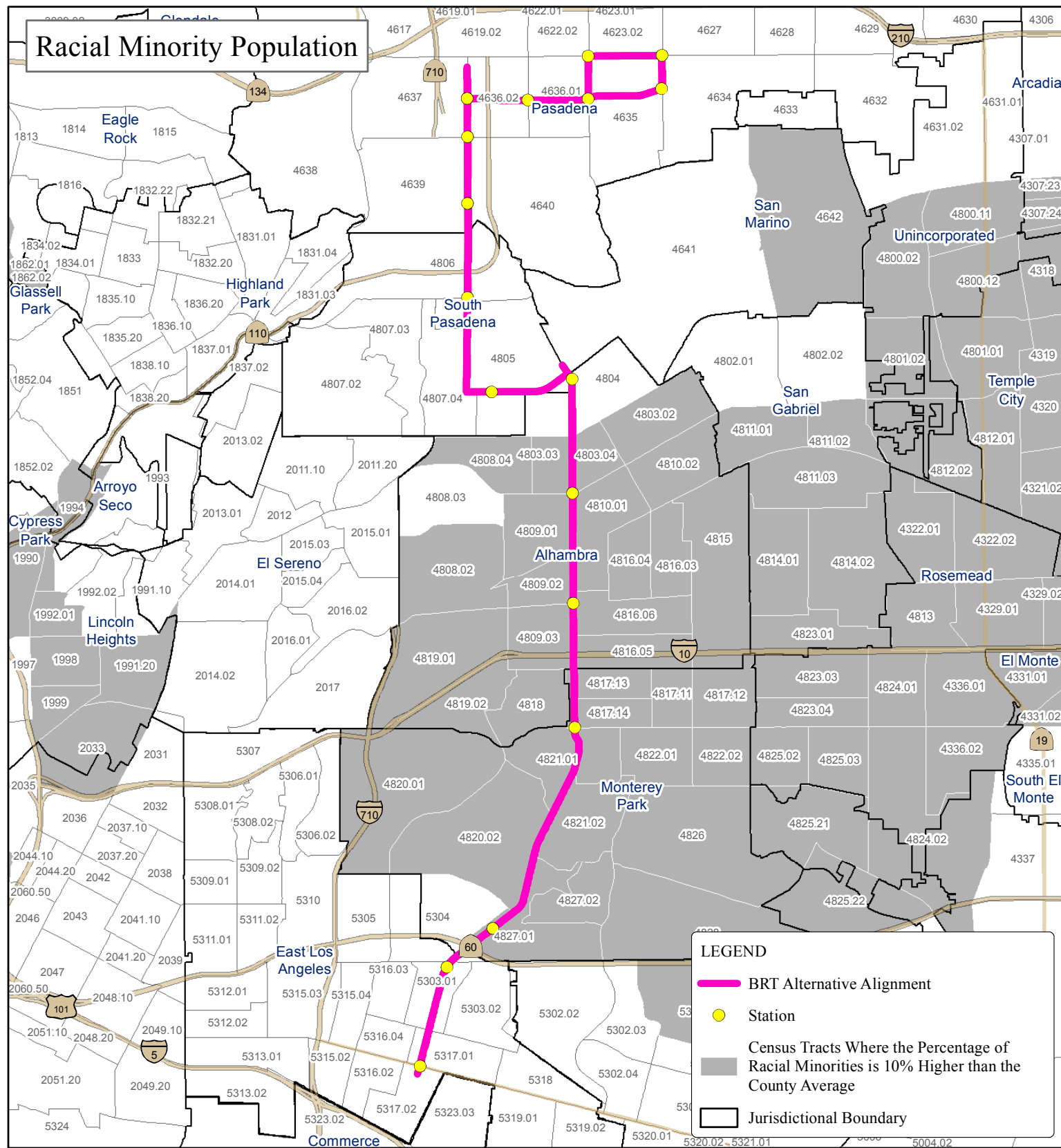
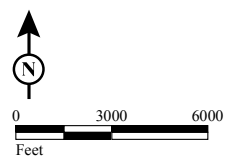


FIGURE 7.1-2
Sheet 1 of 2



SOURCE: CH2M Hill (2013); U.S. Census (2010)

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SR 710 North Study
BRT Alternative and Environmental Justice Populations

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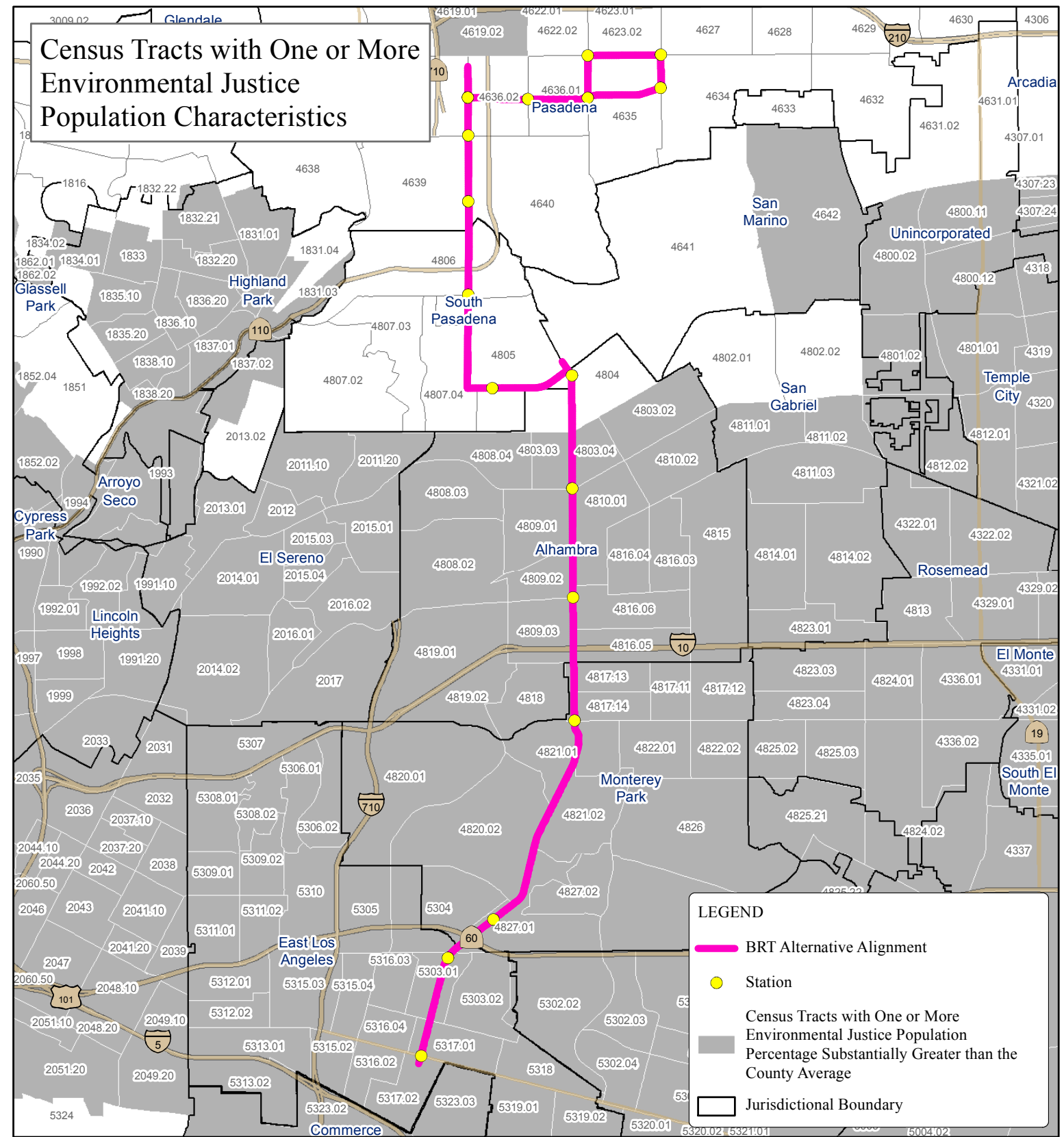
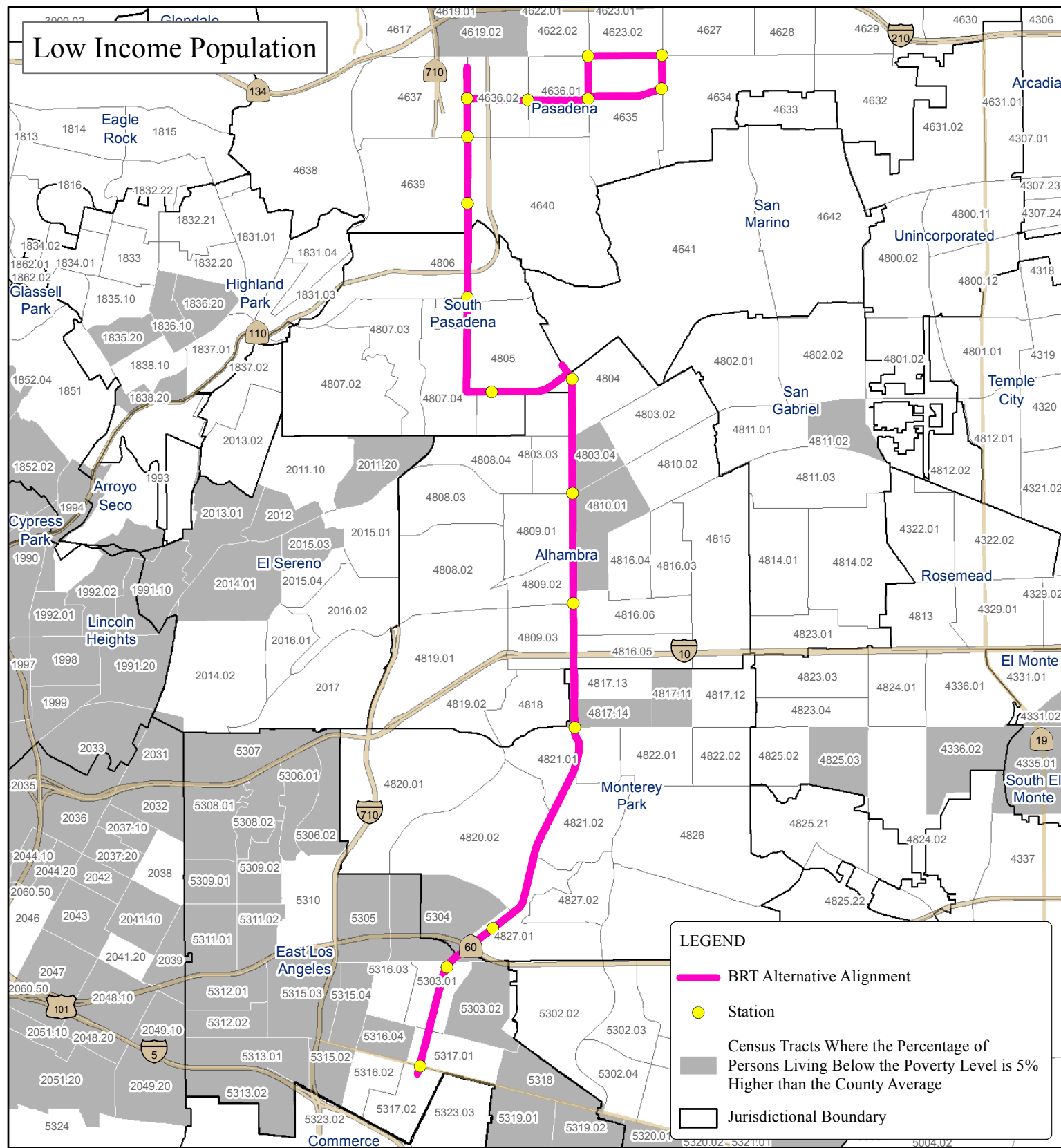
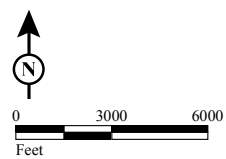


FIGURE 7.1-2
Sheet 2 of 2



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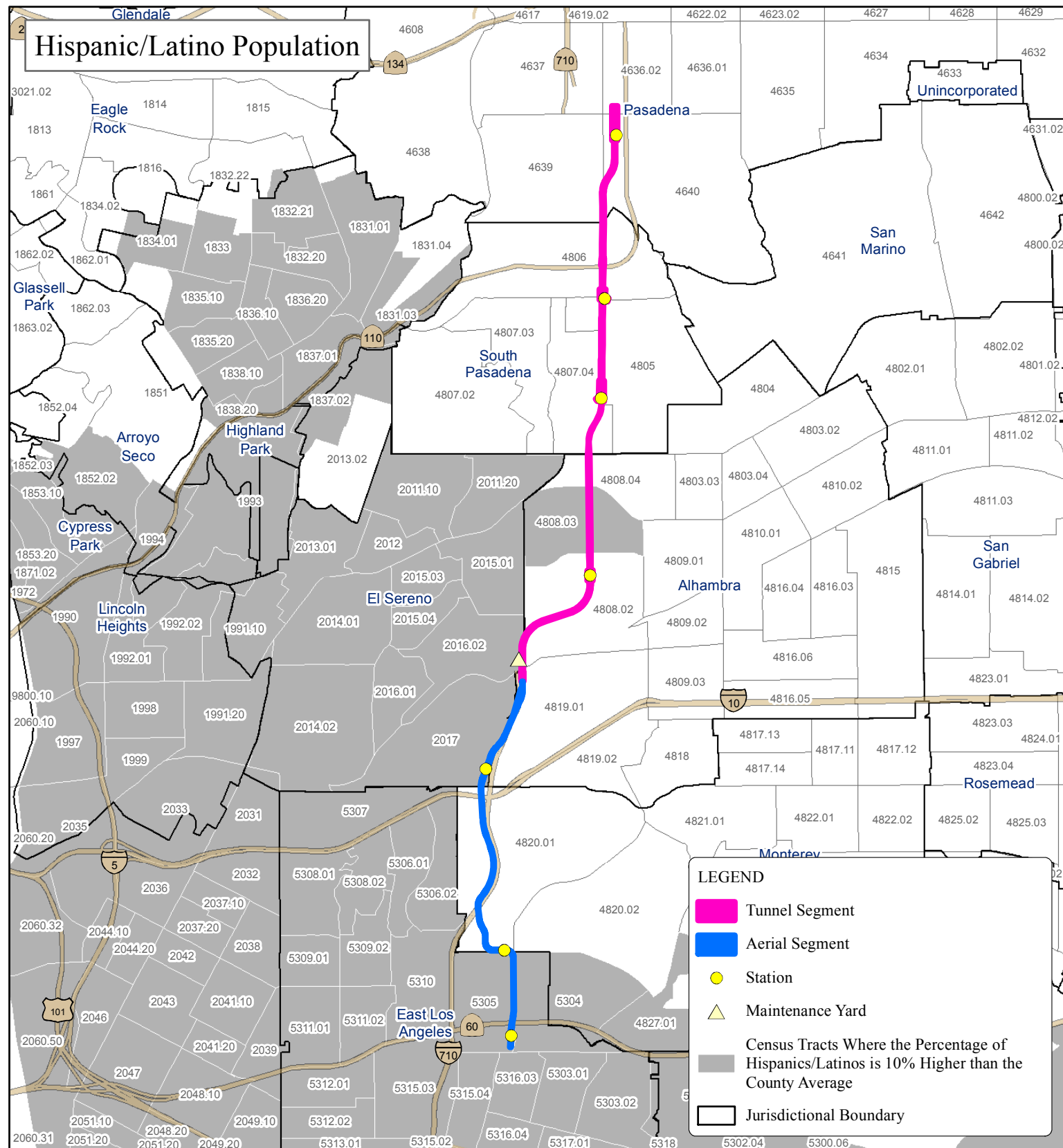
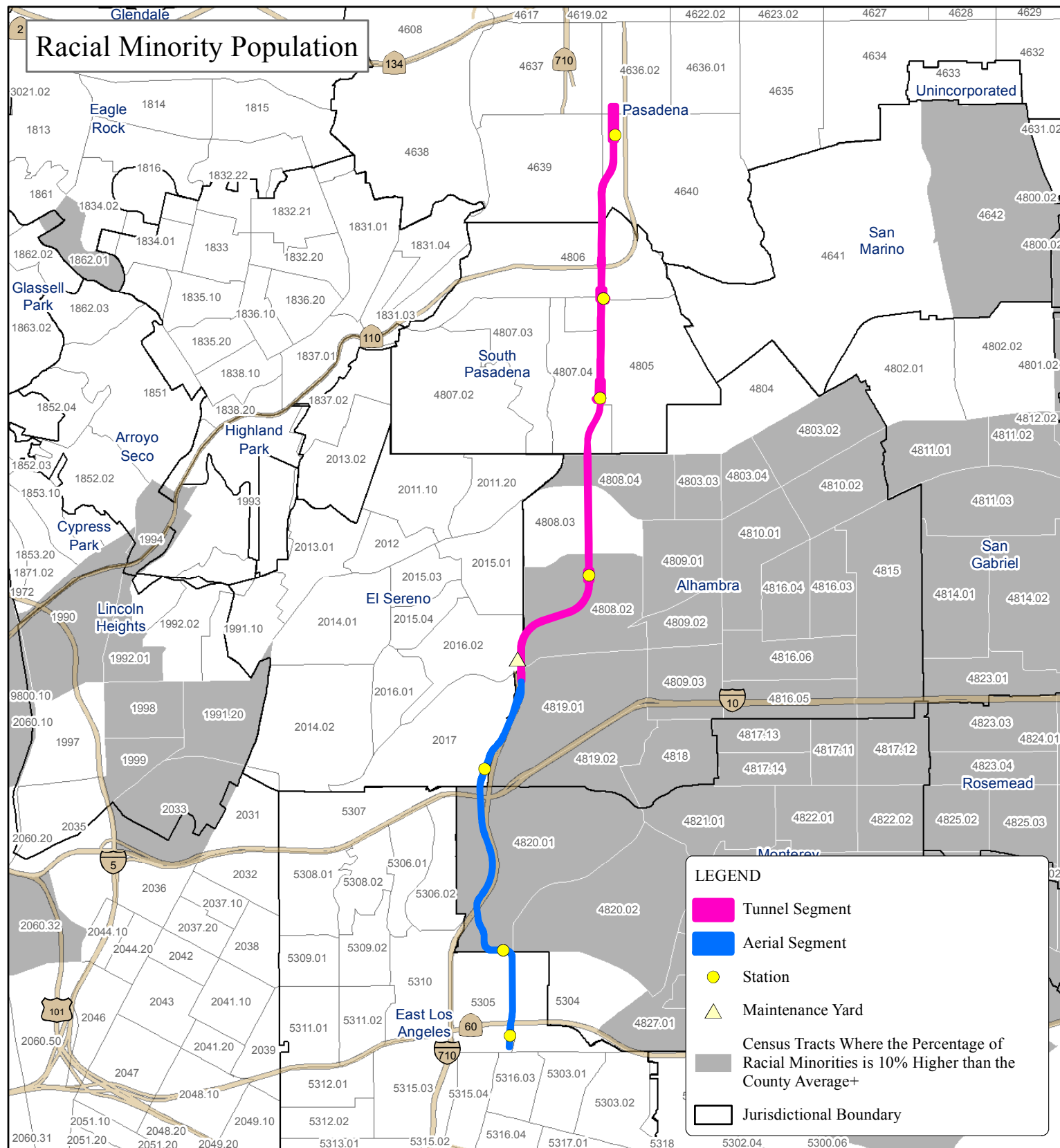
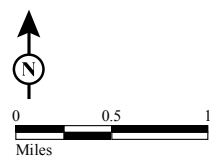


FIGURE 7.1-3
Sheet 1 of 2



SOURCE: CH2M Hill (2013); U.S. Census (2010)

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SR 710 North Study
LRT Alternative and Environmental Justice Populations

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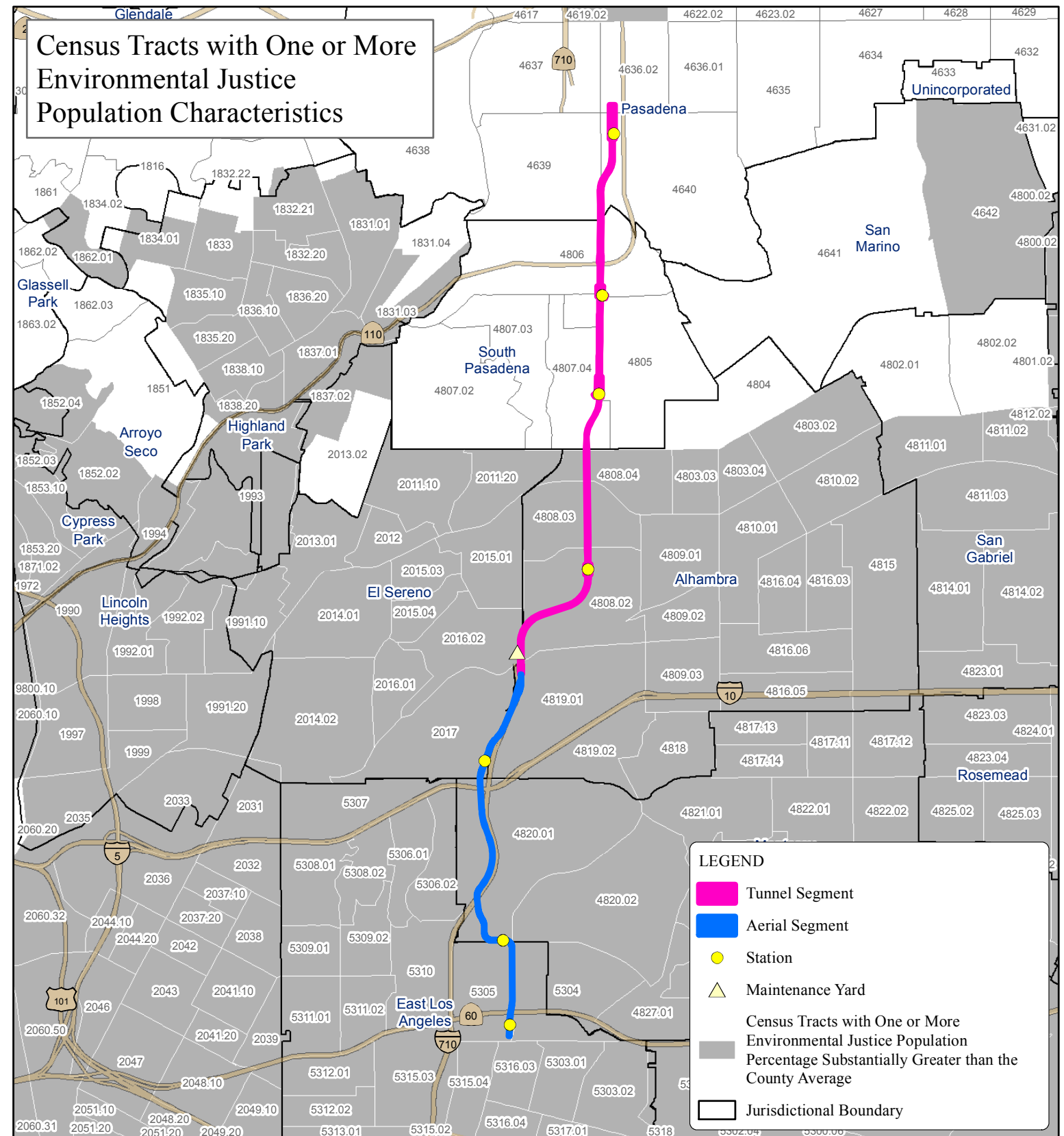
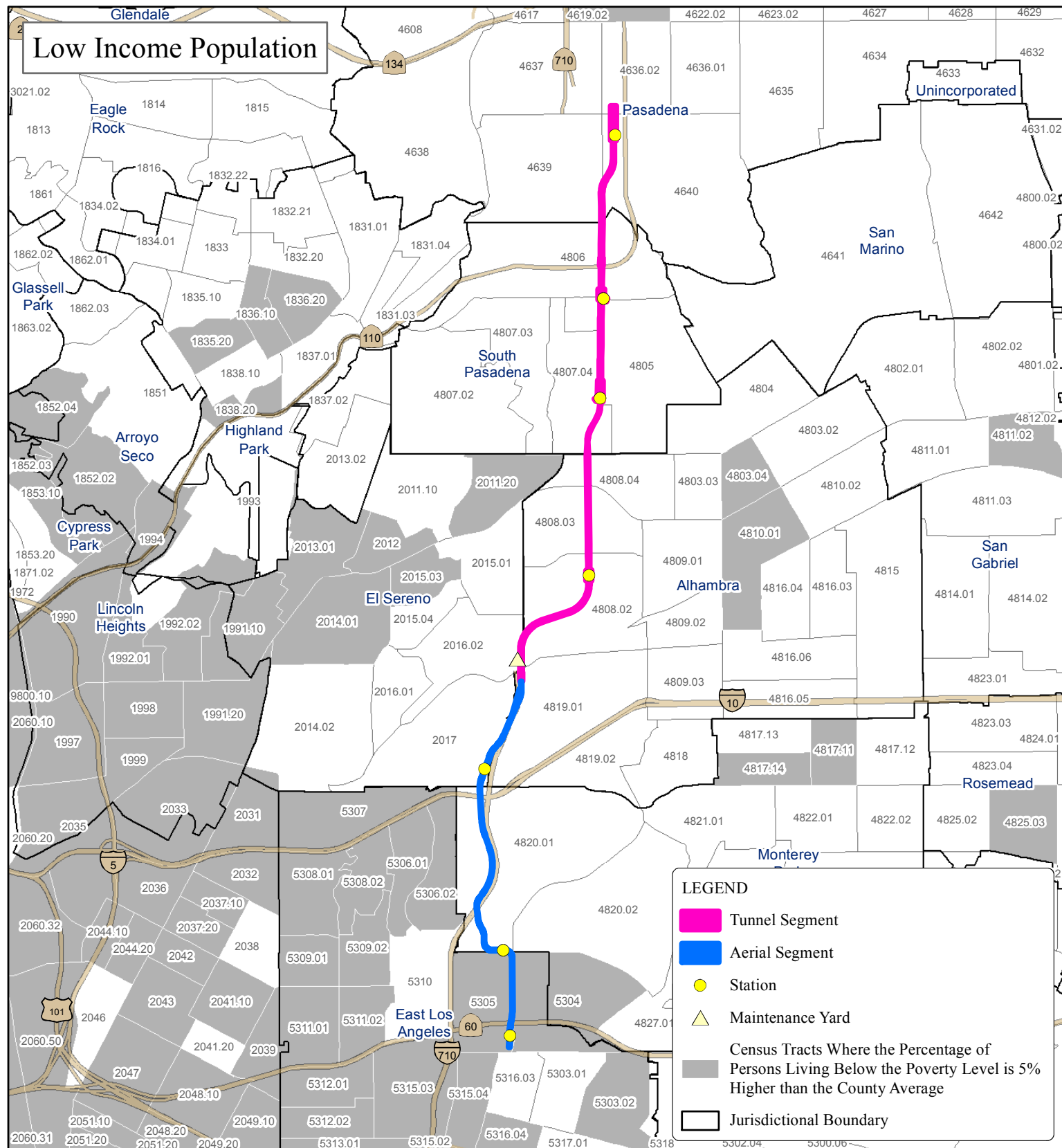
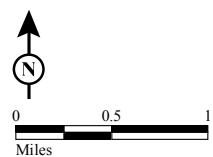


FIGURE 7.1-3
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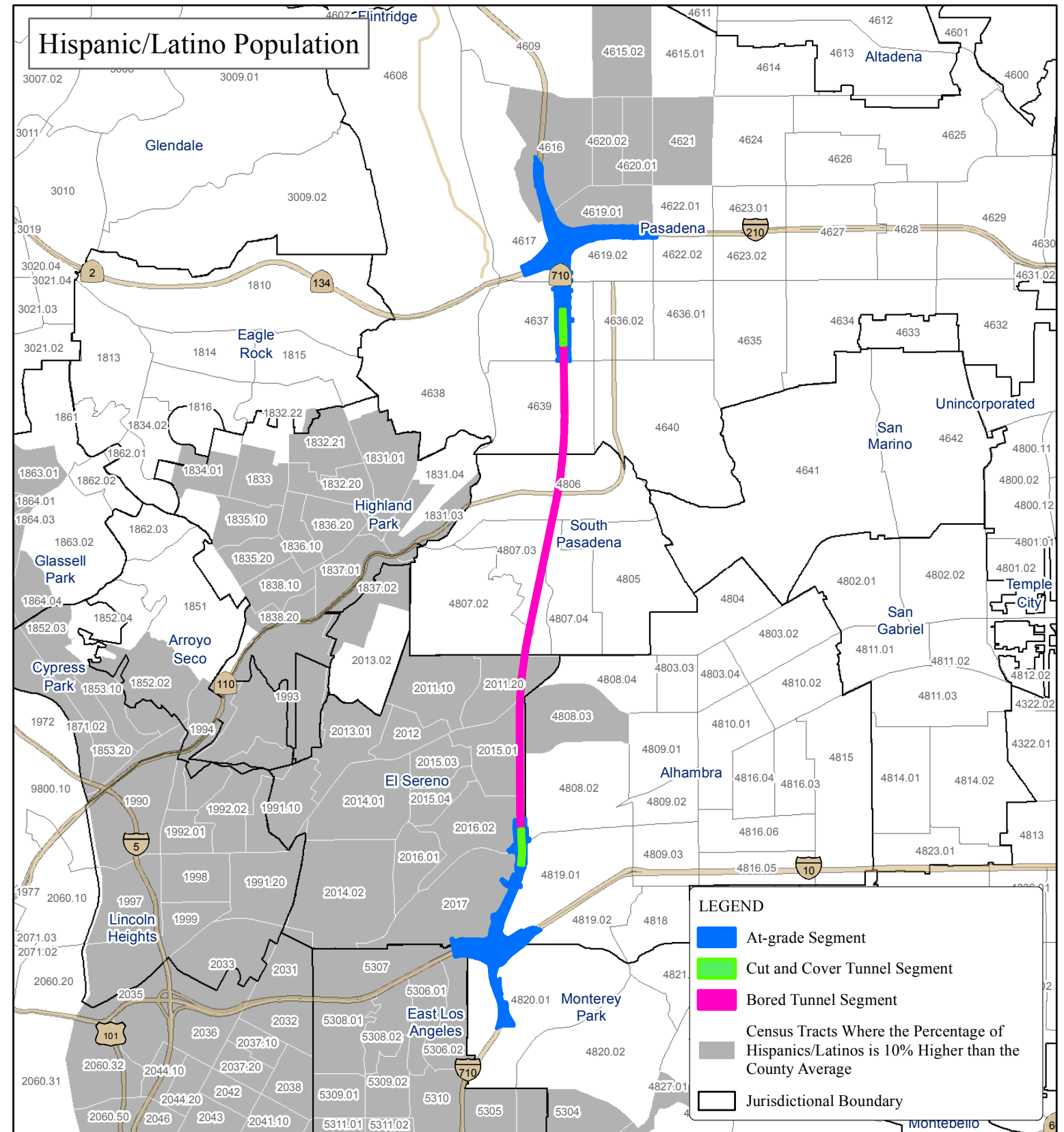
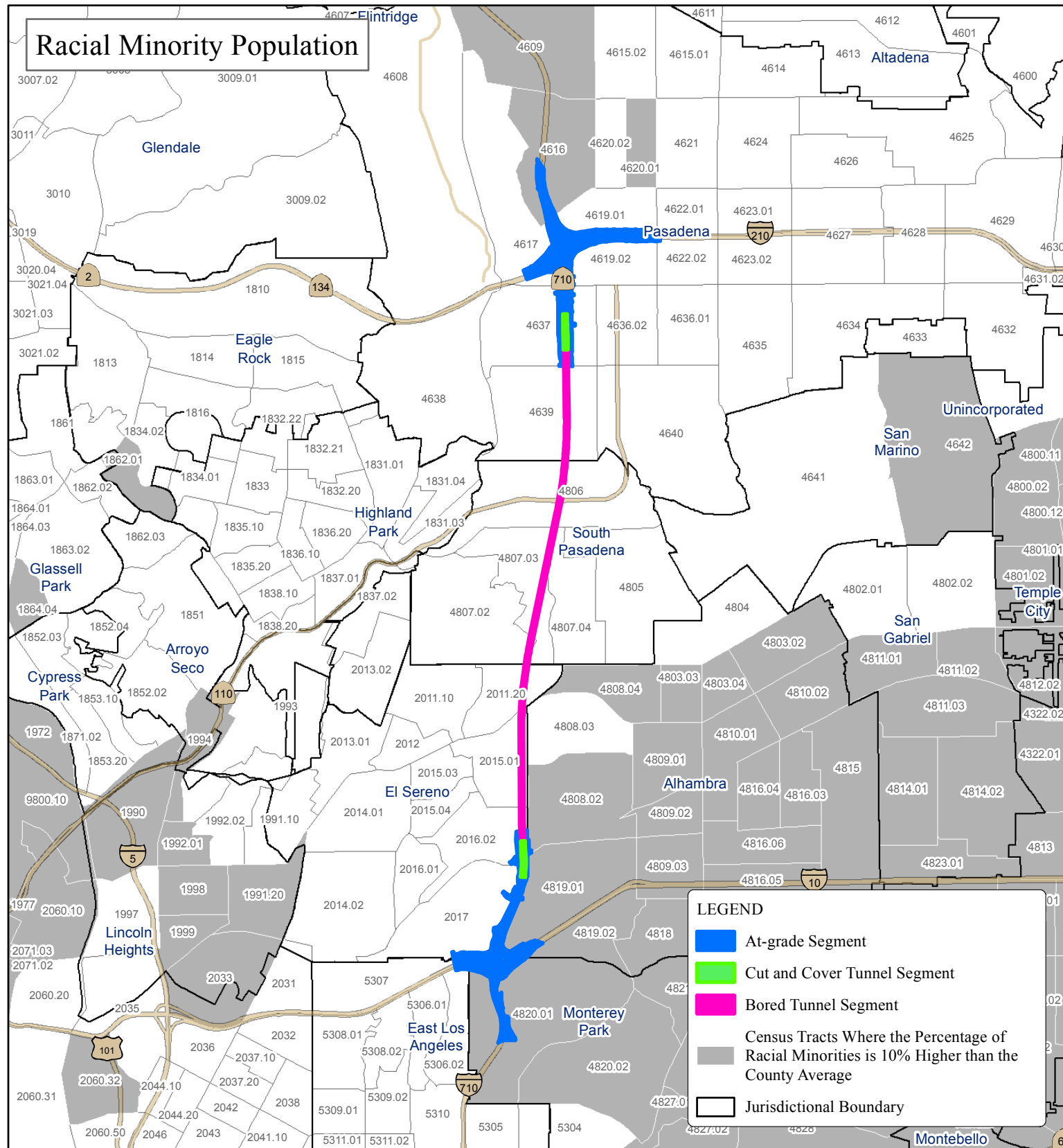
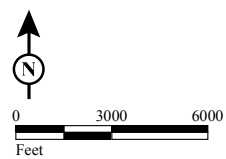


FIGURE 7.1-4
Sheet 1 of 2



SOURCE: CH2M Hill (2013); U.S. Census (2010)

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SR 710 North Study
Freeway Tunnel - Dual Bore Alternative and Environmental Justice Populations

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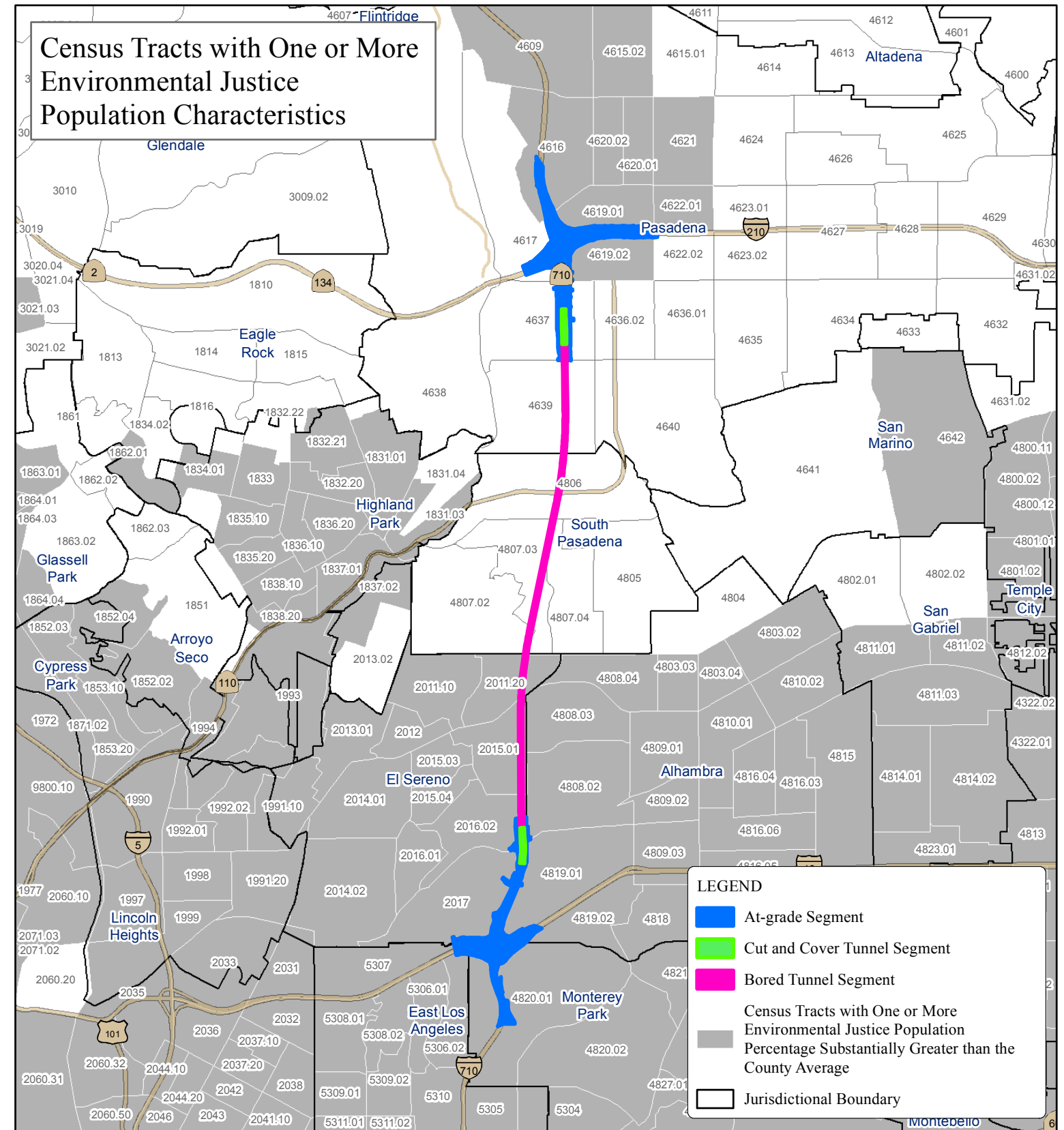
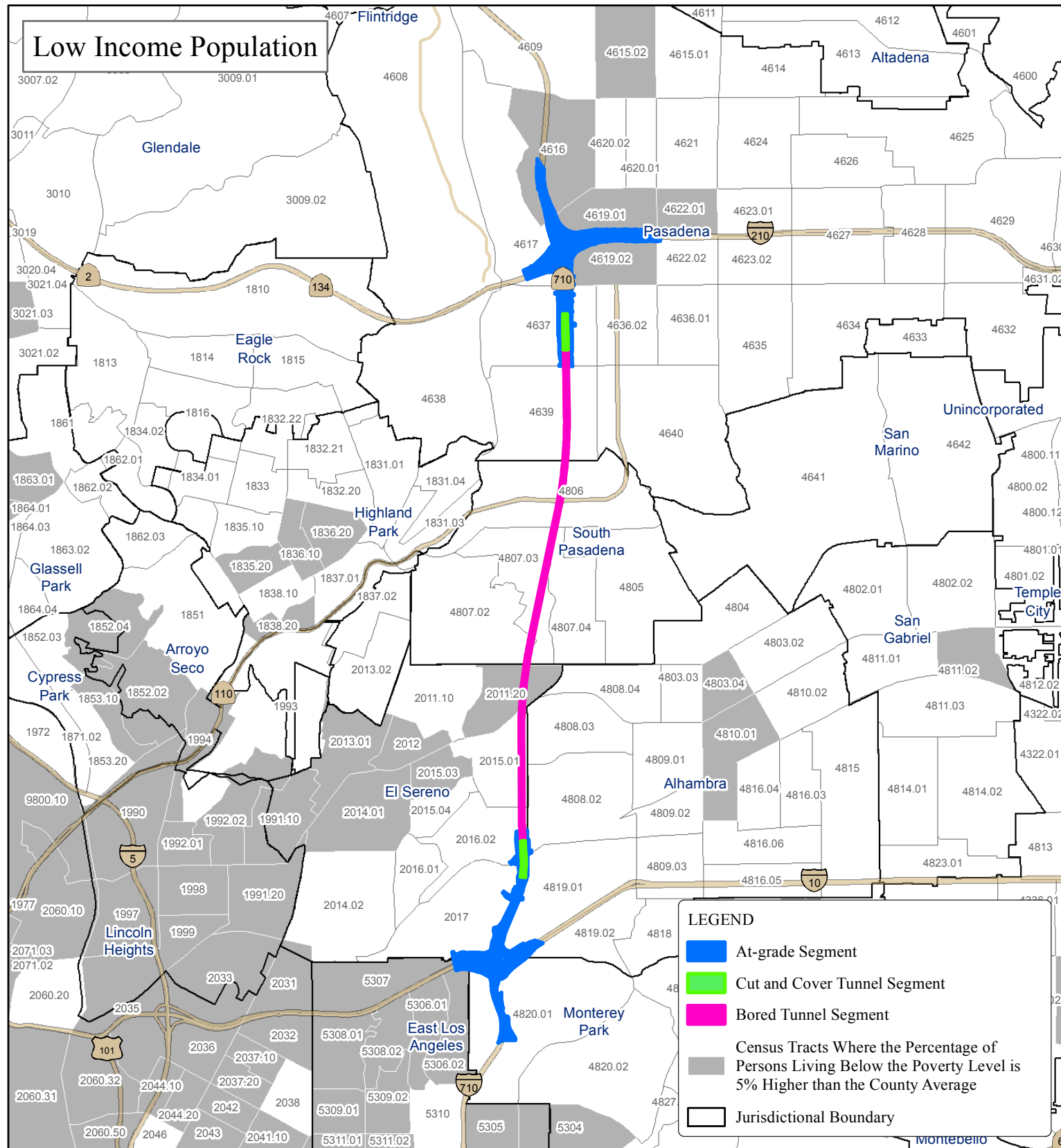
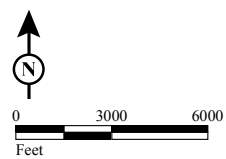


FIGURE 7.1-4
Sheet 2 of 2



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8. Avoidance, Minimization, and Mitigation Measures

This section discusses actions and measures to avoid, minimize, and mitigate adverse effects of the State Route 710 (SR 710) North Study Build Alternatives related to community character and cohesion, utilities, and relocation.

8.1 Measures for Temporary Impacts

8.1.1 Utilities

All four Build Alternatives (Transportation System Management/Transportation Demand Management [TSM/TDM], Bus Rapid Transit [BRT], Light Rail Transit [LRT], and Freeway Tunnel) will require the relocation, protection in place, and/or removal of utility facilities within the construction limits. Agencies and other parties potentially affecting utility facilities during construction of their projects are required to coordinate any such activities with the applicable utility provider to minimize the risk of damage to the facilities and disruption of services, and to protect the safety of the construction workers and the general public. As a result, because any modifications to utility facilities under the Build Alternatives are already required to be coordinated with the applicable utility provider, no specific measure is required to address this potential effect of the Build Alternatives.

8.1.2 Traffic/Transportation and Pedestrian and Bicycle Facilities

All four Build Alternatives would require the construction contractors to prepare and implement a Transportation Management Plan (TMP) prior to the initiation of any site preparation or construction activities under the Build Alternatives. The objectives of a TMP are to: (a) maintain traffic safety during construction, including safety for construction workers, pedestrians, and bicyclists as well as vehicular traffic; (b) effectively maintain an acceptable level of traffic flow throughout the transportation system during construction; (c) minimize traffic delays and facilitate reduction of overall duration of construction activities; and (d) minimize detours and impacts to vehicular traffic, including emergency services providers, school bus and transit operators, pedestrians, and bicyclists. The TMP will address requirements of the Americans with Disabilities Act for access to and around active construction areas.

Depending on the Build Alternative and the location of specific construction activities, the TMP could include some or all of the following components:

- Public Information/Public Awareness Campaign
- Traveler Information Strategies
- Incident Management
- Construction Zone Enhanced Enforcement Program (COZEEP)
- Construction Strategies

- Demand Management
- Alternate Route Strategies

Based on the project component requiring a TMP for each Build Alternative to address temporary impacts to vehicular traffic, pedestrians, and bicyclists, no specific measure is required for the temporary transportation impacts on cities and communities in the study area.

8.1.3 Short-Term Air Quality Impacts

Site preparation, grading, and construction activities for the Build Alternative improvements would generate construction equipment and dust/particulate emissions that may extend beyond the boundaries of the construction areas. As a result, residents and other persons in the vicinity of active construction areas could experience short-term air quality effects from construction equipment and emissions.

Construction contractors will be required to comply with the following as applicable to construction-related air quality emissions activities under the four Build Alternatives:

- California Department of Transportation (Caltrans) Standard Specification Sections 10 and 18 (Dust Control)
- South Coast Air Quality Management District (SCAQMD) rules for control of air emissions (equipment and dust) during construction
- Caltrans Standard Specification Section 39.3.06 for asphalt concrete plant emissions
- Development and implementation of a Construction Emissions Mitigation Plan
- Local jurisdictions' requirements for emissions controls during construction

8.1.4 Short-Term Noise Impacts

Site preparation, grading, and construction activities for the Build Alternative improvements would generate noise that would extend beyond the boundaries of the construction areas. As a result, residents and other persons in the vicinity of active construction areas could experience short-term increases in noise levels as a result of the operation of construction equipment and other construction activities.

Construction contractors will be required to comply with the following as applicable to construction-related noise under the four Build Alternatives:

- Caltrans Standard Specifications Section 14-08.02, "Noise Control," and Standard Special Provisions (SSP) S5-310
- Local jurisdictions' noise ordinances

8.2 Measures for Permanent Impacts

8.2.1 Consistency with Regional and Local Plans and Program

As discussed in Section 6.1, Land Use and Planning, the Build Alternatives would result in inconsistencies between the improvements in those Alternatives and several local jurisdictions' General Plans. If a Build Alternative is selected for implementation, those inconsistencies would exist until the applicable local General Plan and/or other land use plan is amended to reflect the transportation improvements in that Build Alternative. The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans do not have land use planning authority and have no authority to require local jurisdictions to amend their General Plan Circulation Elements. However, because it is generally desirable that local land use plans be consistent with existing conditions and adopted transportation plans, the following measure is included in the Build Alternatives to address the inconsistency between the Build Alternatives and the local jurisdictions' General Plans and other local land use plans.

- LU-1** The Build Alternatives would result in inconsistencies with local jurisdictions' General Plans and/or other local land use plans. If a Build Alternative is selected for implementation, the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) will request the applicable local jurisdictions to amend their General Plans and/or other local land use plans to reflect the improvements in that Build Alternative.

8.2.2 Property Acquisition

As discussed in detail in Section 6.3, Community Character and Cohesion, the Build Alternatives would require the permanent acquisition of full and partial parcels of privately owned land to accommodate the improvements in those Build Alternatives. The following measure addresses the requirements regarding the acquisition of property:

- CI-1** All acquisition of property for improvements in the Build Alternatives by the Los Angeles County Metropolitan Transportation Authority (Metro), California Department of Transportation (Caltrans), and/or a local government agency, including any federally funded improvements, will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 as amended. The Uniform Act establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

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9. List of Preparers

The following persons were involved in the preparation of the Community Impact Assessment (CIA) for the State Route 710 (SR 710) North Study:

- Rob McCann, SR 710 North Study Environmental Principal in Charge
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- Christine Huard-Spencer, Senior Environmental Planner
- Alyssa Helper, Environmental Planner
- Jane Dillon, Environmental Planner
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- Jennette Crockett, Technical Editor/Word Processor
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- Chantik Virgil, Word Processor

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Appendix A: Title VI Policy Statement

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March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: mario_solis@dot.ca.gov.

A handwritten signature in black ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Acting Director

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Appendix B: Summary of the Relocation Assistance Program

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B.1 Summary of the Relocation Assistance Program

The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act), as amended, provides for uniform and equitable treatment of persons displaced from their homes, businesses, nonprofit associations, or farms by federal and federally assisted programs, and establishes uniform and equitable land acquisition policies. The Uniform Act sets forth in statute the due process that must be followed in real property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments as discussed in this appendix.

In accordance with the Uniform Act, the California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (Metro) will provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of those agencies' acquisition of real property for public use, including any privately owned property acquired for the State Route 710 (SR 710) North Study Build Alternatives.

As proposed, the SR 710 North Study Build Alternatives are anticipated to require full and partial acquisitions of parcels occupied by or designated for nonresidential uses. The Caltrans Business and Farm Relocation Assistance Program, or a similar program administered by Metro, will provide aid in locating suitable replacement property for a displacee's farm or business, including, when requested, a current list of properties offered for sale or rent for those properties that would need to be acquired for the SR 710 project. In addition, certain types of payments are available to displaced businesses, farms, and non-profit organizations. Attachment A, "Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization under the Uniform Relocation Assistance Program," is a Caltrans informational brochure that describes the rights of and benefits to affected nonresidential land uses, owners, and tenants.

As summarized in that attachment, payments for affected businesses may include:

- Reimbursement for the actual direct loss of tangible personal property incurred as a result of moving or discontinuing the business in an amount not greater than the reasonable cost of relocating the property;
- Reimbursement up to \$2,500 of actual reasonable expenses in searching for a new business site.
- Reimbursement up to \$10,000 for expenses actually incurred in relocating and reestablishing the business at a replacement site;
- Reimbursement of the actual reasonable cost of moving inventory, machinery, office equipment, and similar business-related personal property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property; and
- Payment "in lieu" of moving expense is available to businesses that are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 and not more than \$20,000.

As proposed, the SR 710 Build Alternatives will not require the acquisition of parcels occupied by single-family, multifamily, or mobile home residential uses; therefore, relocation assistance benefits to residents are not expected to be required should one of the Build Alternatives be selected for implementation. Although relocation assistance benefits are not anticipated to be required for the project, Attachment B, “Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007,” and Attachment C, “Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Homes) 2007,” are provided in this appendix as information items only.

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Any person, business, farm, or non-profit organization that has been refused a relocation payment by Caltrans or Metro, as applicable, or believes that the payments are inadequate may appeal for a hearing before a hearing officer or other agency appeals board. No legal assistance is required; however, a displacee may choose to obtain legal counsel at his/her expense. Information about the appeal procedure is available from the Caltrans and Metro Relocation Advisors.

The information above is not intended to be a complete statement of laws and regulations related to relocation assistance and the Caltrans and Metro programs for providing that type of assistance. At the time of the first written offer to purchase property, owner-occupants will be given a more detailed explanation of the applicable agency’s (Caltrans or Metro) relocation services. Tenant occupants of properties to be acquired will be contacted immediately after the first written offer to purchase, and also will be given a more detailed explanation of the applicable agency’s relocation programs.

California law allows for payment for lost goodwill that arises from displacement for a public project. A list of ineligible expenses can be obtained from Caltrans or Metro’s Right of Way Agents. California law and federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

B.2 Important Notice

To avoid loss of possible benefits, no individual, family, business, farm, or non-profit organization should commit to purchase or rent a replacement property without first contacting a Caltrans Relocation Advisor at:

State of California
California Department of Transportation, District 7
100 South Main Street
Los Angeles, CA 90012

ATTACHMENT A

Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization Under the Uniform Relocation Assistance Program

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Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or nonprofit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and
2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:
 - Moving and Related Expenses (costs to move personal property not acquired).
 - Reestablishment Expenses (expenses related to the replacement property).
 - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

NOTE: *Payment of loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill. You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.*

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Owners and tenants **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least \$5,000 **or** average annual net earnings of at least \$1,000, or their income must have contributed at least 33 1/3 percent of the owner's or operator's average annual gross income from all sources, in order to qualify as a bona-fide operation.

Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

MOVING EXPENSES

If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, *may* include:

- Transportation.
- Packing and unpacking of personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location.
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – You can accept a fixed payment between \$1,000 and \$20,000, based on your annual earnings IN LIEU OF the moving cost, related expenses and reestablishment cost.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.
2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:
 - a. The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

OR

 - b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expense4s, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE:

You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder	
Based on its use at the current location	\$ 1,500
Proceeds: Price received from selling the Document Shredder	-
	<u>\$ 500</u>
Net Value	\$ 1,000

OR

Estimated cost to move \$ 1,050

Based on the "lesser of", the amount of the
"Loss of Tangible Personal Property" = **\$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property: If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

- a. The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

OR

- b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute copy machine	
Including installation costs at the replacement site	\$ 3,000
Trade-in Allowance	- \$ 2,500
Net Value	\$ 500

OR

Estimated cost to move	\$ 550
------------------------	--------

Based on the "lesser of", the amount of the "Substitute Personal Property" = \$ 500

EXAMPLE B:

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs	\$ 1,000
Proceeds from selling the chairs	- \$ 100
Net Value	\$ 900

OR

Estimated cost to move	\$ 200
------------------------	--------

Based on the "lesser of", the amount of the "Substitute Personal Property" = \$ 200

Note: You are also entitled to all reasonable costs incurred in attempting to sell the copy machine and/or chairs.

- 4. Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the

personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continue operation of the business. **Note:** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*
6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.
7. Marketing studies, feasibility surveys and soil testing.
8. Professional real estate services needed for the purchase or lease of a replacement site.
9. One-time assessments or impact fees for anticipated heavy utility usage.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.
2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.
3. Construction and installation of exterior signing to advertise the business.
4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.
6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:
 - a) Lease or rental charges
 - b) Personal or real property taxes
 - c) Insurance premiums, and
 - d) Utility charges (excluding impact fees).
7. Other items that the Department considers essential for the reestablishment of the business or farm.

Note: *A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.*

In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 or more than \$20,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.
2. The business cannot be relocated without a substantial loss of existing patronage.
3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.
4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or your represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it is displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2005:

2003 Annual Net Earnings	\$ 10,500
2004 Annual Net Earnings	<u>\$ 12,500</u>
TOTAL	\$ 23,000
Average over two years	\$ 11,500

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits, including reestablishment expenses. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

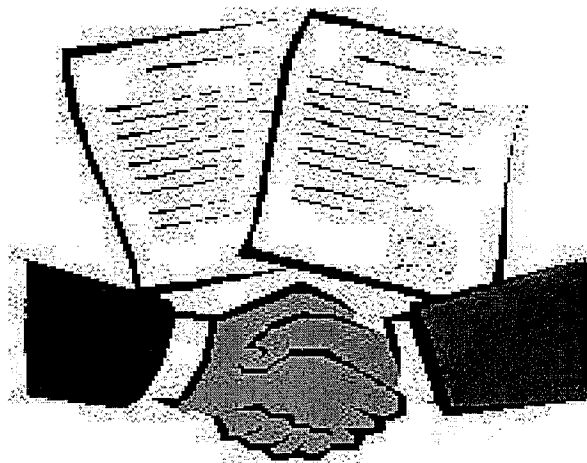
Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

Before You Move:

- A. Request a determination of entitlement for in-lieu payment from your Relocation Agent.
- B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

- C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2005, regardless of when negotiations began or the State took title to the property, the taxable years would be 2003 and 2004).
- D. You will be notified of the amount you are entitled to after the application is received and approved.
- E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

Relocation Advisory Assistance



Any business, farm or nonprofit organization displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility requirements.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Permits, fees and local planning
- SBA loan requirements
- Real property taxes.
- Consumer education literature

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.



YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that

person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

ATTACHMENT B

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007

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Your Rights and Benefits as a
Displacee Under the Uniform
Relocation Assistance Program
(Residential)
2007



Caltrans

California Department of Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

- (1) Decent, safe, and sanitary. (See definition below)
- (2) Functionally equivalent to the displaced dwelling.
- (3) Adequate in size to accommodate the family being relocated.
- (4) In an area not subject to unreasonable adverse environmental conditions.
- (5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.
- (6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

- (1) Be structurally sound, weather tight, and in good repair.
- (2) Contain a safe electrical wiring system adequate for lighting and other devices.



- (3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.
- (4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.
- (5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

- (6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.
- (7) *For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

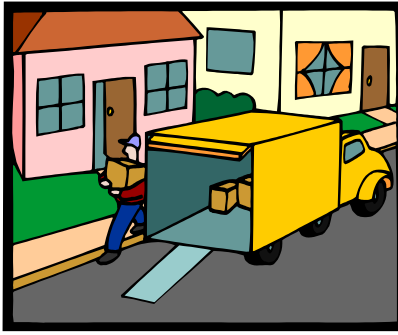
Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

- (1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or
- (2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (3) A contract to purchase any interests or estates; or
- (4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained. Below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2005 Rate):

4 Rooms - \$ 950

7 Rooms - \$1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 200 Rate):

4 Rooms - \$1,175

7 Rooms - \$1,900

Under the Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):

1 Room - \$400

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible -- **in addition to the fair market value of your property** -- for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans. The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds \$22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for \$98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you \$100,000. If your purchase price is \$100,000, you will receive \$2,000 (see *Example A*).

If your actual purchase price is more than \$100,000, you pay the difference (see *Example B*). If your purchase price is less than \$100,000, the differential payment will be based on actual costs (see *Example C*).

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example A

Purchase Price of Replacement	\$100,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example B

Purchase Price of Replacement Property	\$105,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>\$ 98,000</u>
Maximum Price Differential	\$ 2,000
You Must Pay the Additional	\$ 5,000

Example C

Comparable Replacement Property	\$100,000
Purchase Price of Replacement	\$ 99,000
Acquisition Price of Your Property	<u>\$ 98,000</u>
Price Differential	\$ 1,000

In Example C you will only receive \$1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

IN ORDER FOR A "180 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT (*Price Differential, Mortgage Differential and Incidental Expenses*), **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

- a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**
- b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a **Downpayment Option** to assist you in purchasing a replacement property.

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for \$325.00 per month.

Caltrans Computation (rates are per month)

Rental Rate for Comparable Replacement Property	\$ 325
PLUS average estimated utilities costs	<u>+ 100</u>
TOTAL Cost to Rent Comparable Replacement Property	= \$ 425

Rental Rate for Your Current Property	\$ 300
PLUS average utilities costs	<u>+ 90</u>
TOTAL Cost to Rent Current Property	= \$ 390

Comparable Replacement Property including utilities	\$ 425
Cost you pay to rent your property including utilities	<u>+ 390</u>
Difference	= \$ 35

Multiplied by 42 months = \$1,470 Rent Differential

Example A:

Rental Rate for a Replacement Property including Estimated average utilities costs	\$ 525
Comparable Replacement Property including utilities	\$ 425
Cost you pay to rent your property including utilities	\$ 390

Since \$425 is less than \$525, the Rent Differential is based on the difference between \$390 and \$425.

Rent Differential (\$35 x 42 months = \$1,470)

In this case you spent "at least" the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:

Rental Rate for a Replacement Property including Estimated average utilities costs	\$ 400
Comparable Replacement Property including utilities	\$ 425
Cost you pay to rent your property including utilities	\$ 390

Since \$400 is less than \$525, the Rent Differential is based on the difference between \$400 and \$390.

Rent Differential (\$10 x 42 months = \$420)

In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT (Rent Differential), you must:

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Note 1: The time periods for a 90-day owner occupant are different than a 180-day owner occupant.

Note 2: If the Rent Differential is converted to a Downpayment Option, there is no "spend-to-get" requirement.

DOWN PAYMENT OPTION

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between \$0 and \$5,250, your down payment option will be \$5,250, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over \$5,250, you may be able to convert the entire amount of the Rent Differential to a downpayment option.

The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see "180-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

LAST RESORT HOUSING

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of \$5,250 and \$22,500 in order to make available housing affordable.

Relocation Advisory Assistance



Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.



YOUR RIGHTS AS A DISPLACED

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

ATTACHMENT C

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Homes) 2007

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Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Home)



Caltrans

California Department of Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence?

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

- (1) Decent, safe, and sanitary. (See definition below)
- (2) Functionally equivalent to the displaced dwelling.
- (3) Adequate in size to accommodate the family being relocated.
- (4) In an area not subject to unreasonable adverse environmental conditions.
- (5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.
- (6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary... which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

- (1) Be structurally sound, weather tight, and in good repair.
- (2) Contain a safe electrical wiring system adequate for lighting and other devices.
- (3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.
- (4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

- (5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: *In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.*

- (6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.
- (7) *For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Mobile Home: Generally refers to single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

- (1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or
- (2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (3) A contract to purchase any interests or estates; or
- (4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Mobile Homes

If the mobile home *is not* acquired by Caltrans, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to disassemble, move and reassemble any porches, decks, skirting and/or awnings. Additional costs may be eligible for reimbursement if Caltrans determines they are "actual, reasonable and necessary." Some of these costs might be:

- Anchoring the unit to the new pad
- Additional axles or brakes on the mobile home that are required for transportation.
- Temporary protection of an extra wide mobile home unit that must be split during the move.
- Utility hook-ups to the unit (e.g. water, sewer, septic, electricity, gas) - if utilities are already available to the mobile home location (e.g. pad).
- Necessary repairs to meet local and state code.
- Modifications necessary to meet Caltrans "decent, safe and sanitary" requirements.
- Non-returnable entrance fee to the mobile home park - with limitations.

The movement of the mobile home must be performed by a qualified mover and the payment is based on the lowest of two bids obtained by the owner of the mobile home and approved by Caltrans. Caltrans cannot pay for the move of the mobile home beyond 50 miles unless there are no suitable replacement pieces of land or mobile home parks within the 50 mile radius. Approval for a move beyond 50 miles must be obtained in advance of the move.

Moving Expenses

In addition to moving the mobile home (regardless of who owns it), the occupant may be eligible for a payment to move their personal property - If you qualify as a "displaced person".

The methods of moving and the various types of moving cost payments are explained below. Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses *may* include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2011 Rate):

4 Rooms - \$1,295

7 Rooms - \$2,090

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 2011 Rate):

4 Rooms - \$705

7 Rooms - \$960

Normally no additional payments for temporary storage, lodging, transportation or utility hook-ups of household appliances, can be paid with the fixed move schedule. However, the occupants of the mobile home who choose to move back into the same mobile home at the new location, can receive an allowance for food and lodging during the move and set-up time. Also, utility hook-ups to the mobile home unit may be eligible for reimbursement.

Note: *Even if the mobile home is acquired by Caltrans (regardless of whom owns it), the occupant is still eligible for a payment to move their personal property.*

Replacement Housing Payments

The occupant of a mobile home unit may be eligible for a replacement housing payment. The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant *of the mobile home*, and the length of occupancy in the mobile home unit that is on property being acquired for a highway project.

If you are a qualified **owner occupant** of both the land and the mobile home for more than 180 days prior to the initiation of negotiations for the acquisition of your property – and the mobile home unit is acquired by Caltrans – you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

You do not have to purchase and occupy another mobile home unit in order to receive your RHP - however, the new residential unit must meet the "decent, safe and sanitary" requirements.

If the mobile home is not acquired by Caltrans, you may still be eligible for a RHP to assist you with purchasing a replacement piece of land where you can move your mobile home.

It is **important** to know that if you **do not own both** the mobile home and the land, your RHP may be limited. You must work closely with your Relocation Agent to fully understand your eligibility.

If you are a qualified **owner occupant** of the mobile home for more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of the mobile home for at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

As the occupant of a mobile home – regardless of the length of time or your status as an owner or tenant – your payment will vary depending upon the following:

- Acquisition of the mobile home unit.
- Ownership of the mobile home.
- Occupancy of the mobile home at the new location if it is moved.
- Choice of replacement housing.

Length of occupancy simply means counting the number of days that you actually occupied the mobile home unit on the land that is being acquired by Caltrans – prior to the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/her representative, to give him/her a written offer for the property to be acquired.

Note: *If you have been in occupancy **less than 90 days** before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.*

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible – in addition to the fair market value of your property – for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by Caltrans. The payment computation is complex because it is based on prevailing rates, your existing loan *and* your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a *bona fide* mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual, reasonable and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title insurance, recording fees, credit report, appraisal, and certain other closing costs associated with the purchase of your replacement property. You may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, DMV title transfer fees, or building and transportation permits. You will not be reimbursed for any recurring costs such as prepaid real estate taxes or property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds \$22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

SCENARIO 1: If you ***owned and occupied the mobile home for at least 180 days***, and its on ***your own land***, and Caltrans ***acquires your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property.

Assume that Caltrans purchases your property and mobile home for \$98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property, a mobile home on a similar size lot, will cost you \$100,000. If your actual purchase price is \$100,000, you will receive \$2,000 (see *Example A*).

If your purchase price is more than \$100,000, you pay the difference (see *Example B*). If your purchase price is less than \$100,000, the differential payment will be based on actual costs (see *Example C*).

Remember: You do not have to purchase another mobile home as your replacement property.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	- \$ 98,000
Maximum Price Differential	<u>\$ 2,000</u>

Example A

Purchase Price of Replacement Property and Mobile Home	\$100,000
Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	- \$ 98,000
Maximum Price Differential	<u>\$ 2,000</u>

Example B

Purchase Price of Replacement Property and Mobile Home	\$105,000
Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	- \$ 98,000
Maximum Price Differential	<u>\$ 2,000</u>
You Must Pay the Additional	\$ 5,000

Example C

Comparable Replacement Property and Mobile Home:	\$100,000
Purchase Price of Replacement and Mobile Home:	\$ 99,000
Acquisition Price of Your Property and Mobile Home:	<u>-\$ 98,000</u>
Price Differential	\$ 1,000

In Example C you will receive \$1,000 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

SCENARIO 2: If you **owned and occupied the mobile home for at least 180 days**, and it is located on **your own property**, and Caltrans DOES NOT **acquire your mobile home**, then you are entitled to receive a **Price Differential** based on a comparable residential property on which you can relocate your mobile home.

Assume that Caltrans purchases your property \$48,000. After a thorough study of available locations for purchase that can accommodate the mobile home unit that you retained (which will be moved by a qualified mover), Caltrans determines that a comparable replacement property will cost you \$51,000. If your actual purchase price is \$51,000, you will receive \$3,000 (see *Example A*).

If your actual purchase price is more than \$51,000, you pay the difference (see *Example B*). If your purchase price is less than \$51,000, the differential payment will be based on actual costs (see *Example C*).

Remember: You do not have to buy a replacement piece of land for your mobile home. You can sell your mobile home to a private party, and purchase a single family residence. However, your RHP will be based on the replacement value of the land.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000

Example A

Purchase Price of Replacement Land:	\$ 51,000
Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000

Example B

Purchase Price of Replacement Land:	\$ 55,000
Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000
You Must Pay the Additional:	\$ 4,000

Example C

Comparable Replacement Property:	\$ 51,000
Purchase Price of Replacement:	\$ 49,500
Acquisition Price of Your Property:	<u>-\$ 48,000</u>
Price Differential:	\$ 1,500

In Example C you will only receive \$1,500 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements have not been met.

SCENARIO 3: If you ***owned and occupied the mobile home for at least 180 days***, and its on land that you rent (e.g. a mobile home park), and Caltrans **DOES NOT *acquire your mobile home***, then you may be entitled to a **Rent Differential** based on a comparable piece of land.

However, if Caltrans acquires your mobile home because it cannot be moved, it is not considered "decent, safe and sanitary," there are no comparable replacement locations, or available mobile home parks will not accept it because of its size or condition, then you may be entitled to a **Price Differential** for the mobile home plus a **Rent Differential** for the land you rent in the Mobile Home Park.

Assume that Caltrans purchases your mobile home for \$38,000 which is located in a Mobile Home Park where you pay \$400 per month for rent (which includes water, power, lights and sewer). Caltrans conducts a thorough study of available pieces of land for rent that can accommodate a mobile home unit **AND** the purchase price of a comparable mobile home unit. An example of your entitlement might be:

Caltrans' Computation

Comparable Replacement Land for Rent:	\$ 500
Rent you currently pay at the mobile home park:	<u>-\$ 400</u>
Monthly difference:	\$ 100

Multiplied times 42 months - Maximum Rent Differential: \$ 4,200

If you spent at least \$500 per month at the new location.

PLUS:

Comparable Replacement Mobile Home for purchase	\$ 42,000
Acquisition Price of the Mobile Home you occupy	<u>-\$ 38,000</u>
Maximum Price Differential	\$ 4,000

If you pay at least \$42,000 for a new mobile home to be set up at the new mobile home park

In order for a "180 day owner occupant" to receive the full amount of their Replacement Housing Payment (*Price Differential, Mortgage Differential and Incidental Expenses*), you must:

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement residential property (e.g. mobile home on an existing location, land available for your mobile home, or another type of residential unit), **OR**

(2) The date that Caltrans has paid the acquisition cost of your mobile home and/or land (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

- (1) The date you vacate the property acquired by Caltrans, **OR**
- (2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential. Remember – it is your status in the mobile home unit that determines your "occupancy".

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

- a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**
- b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer – regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations. (See page 14 for an example)

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment, with certain limitations, may be converted to a **Downpayment Option** to assist you in purchasing a replacement property. (See page 20 for a full explanation)

Example of Replacement Housing Payments for 90 day occupants:

Situation 1: You *owned and occupied* the mobile home unit and the land for at least 90 days but not more than 180 days. You are entitled to a **Rent Differential** based on the economic rent of your home (the unit and the land) and a comparable home (the unit and the land) that is available for rent.

If you move the mobile home, then you are entitled to a **Rent Differential** based on economic rent of the mobile home site and a comparable mobile home site that is available for rent.

Situation 2: You *rented and occupied* the mobile home unit for at least 90 days, which was located on land you owned. You are entitled to a **Rent Differential** based on the actual rent of your mobile home plus the economic rent of the mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

Situation 3: You *rented and occupied* the mobile home and the land for at least 90 days. You are entitled to a **Rent Differential** based on the actual rent of the mobile home unit (including utilities) and the land, compared with a comparable home (the unit and the land) that is available for rent.

Situation 4: You *owned and occupied* the mobile home for at least 90 days, on land that you rented. You are entitled to a **Rent Differential** based on economic rent of the mobile home PLUS the actual rent of the mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

If you move the mobile home, then you are entitled to **Rent Differential** based on the actual or economic rent of the mobile home site and a comparable mobile home site that is available for rent.

In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment (*Rent Differential*), you must:

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

In order for a "90 day occupant" to receive the full amount of their Replacement Housing Payment (*Rent Differential*), you must:

A) Rent and occupy a DS&S replacement dwelling within one year after day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the day you vacate the property acquired by Caltrans

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days written notice before you must move.

Down Payment Option

The Rent Differential payment may be converted, with certain limitations, to a **Down Payment** to assist you in purchasing a replacement property. The Down Payment is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between \$0 and \$5,250, your Down Payment will be \$5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over \$5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses ([see page 8 - 180-day Owner Occupants Incidental Expenses](#)) related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans may also pay above the statutory limits of \$5,250 and \$22,500 in order to make available housing affordable.

Relocation Advisory Assistance

Any owner or occupant of a mobile home impacted by a Caltrans project shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You will not be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation claims.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements

- Real and personal property taxes.
- Qualified mobile home movers, including disassembly and reassembly
- Mobile Home Park requirements and fees
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember: YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACED

All eligible displacees have a ***freedom of choice*** in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. ***Do not execute a purchase agreement or a rental agreement*** until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. ***DO NOT jeopardize*** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will ***not have an adverse*** affect on:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the **Title VIII of the Civil Rights Act of 1968** and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' **Non-Discrimination Policy** ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the **Right to Appeal** any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Appendix C: Economic and Fiscal Impacts Evaluation

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SR 710 North Study

Economic and Fiscal Impacts Evaluation

Prepared for



Metro

Los Angeles County
Metropolitan Transportation Authority

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Acronyms and Abbreviations

ATM	Active Traffic Management
BEA	Bureau of Economic Analysis
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMS	Changeable Message Signs
CNT	Center for Neighborhood Technologies
CPI	consumer price index
ft	foot/feet
FY	fiscal year
H+T	Housing + Transportation Affordability Index
ITS	Intelligent Transportation Systems
LEHD	Longitudinal Employer-Household Dynamics
LODES	LEHD Origin Destination Employment Statistics
LRT	Light Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
mi	mile(s)
MSA	Metropolitan Statistical Area
NEPA	National Environmental Policy Act
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
TDM	Transportation Demand Management
TRA	tax rate area
TSSP	Traffic Signal Synchronization Program

TSM.....Transportation System Management

TSM/TDM.....Transportation System Management/Transportation Demand Management

1.0 Summary

1.1 Introduction

The various alternatives considered in the State Route 710 North Study would be an important component of the transportation system for Los Angeles County, enhancing regional and local connectivity and accessibility. The State Route 710 North Study Project proposes transportation improvements to improve mobility in east/northeast Los Angeles and the western San Gabriel Valley. To achieve this, five design alternatives have been proposed. These 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.

This technical memorandum estimates the potential impacts to local and regional economies for each project alternative. Economic and fiscal impacts of each alternative were evaluated by analyzing the following:

- Employment Related Impacts
- Property Tax Revenue Impacts
- Sales Tax Revenue Impacts
- Construction and Operations Related Economic Impacts

Topics discussed include the regulatory framework for this analysis, the regional economy, employment and unemployment trends, the methodology, and government revenues.

1.2 Summary Findings

Impacts to residential properties would include the acquisition of subterranean easements for bored tunnel segments of the Freeway Tunnel and LRT alternatives. These impacts occur primarily in the communities of South Pasadena, Alhambra, and El Sereno. Nonresidential impacts would include the acquisition of real property and easements from commercial, industrial, and service related businesses near tunnel portal sites, at light rail stations, and along street and intersection improvements throughout the study area.

As a result of these acquisitions, some businesses would be displaced and would require relocation. These displacements are anticipated to be minimal for the Freeway Tunnel and BRT alternatives, and more substantial for the LRT alternative (nearly one-hundred displacements). There are no residential displacements anticipated at this time. A summary table of the proposed acquisitions and displacements is provided below. This information, provided in the Draft Relocation Impact Report, provides the analytical foundation for the employment, property tax, and sales tax revenue impact analysis.

TABLE 1.1:
Summary of Property Acquisitions and Displacement Units by Alternative

	TSM/TDM	BRT	LRT	Freeway Tunnel	
				Dual Bore	Single Bore
Acquisitions					
Full	1	1	58	1	1
Partial	41	92	236	387	278
Right of Entries	0	487	0	0	0
Displacement of Units					
Residential	0	0	0	0	0
Non-Residential	1	1	74	2	2

Source: Draft Relocation Impact Report (October 2014)

As noted in the Draft Relocation Impact Report, proposed replacement sites for the displaced properties have been identified within the state mandated fifty mile radius and primarily fall within the boundaries of the displacement cities/communities. All replacement sites would require similarly zoned land that would facilitate similar business operations.

The capital expenditures are estimated to be \$105 million for construction of the TSM/TDM Alternative, \$241 million for construction of the BRT Alternative, \$2.42 billion for construction of the LRT Alternative, \$5.65 billion for construction of the Freeway Tunnel Alternative Dual-Bore design variation, and \$3.15 billion for construction of the Freeway Tunnel Alternative Single-Bore design variation (all estimates in 2013 dollars). These cost figures are the gross capital expenditures for the alternatives relative to the No Build Alternative. Beyond these one-time construction costs, the operational costs associated with the TSM/TDM, BRT, LRT, and Freeway Tunnel Dual Bore and Single Bore alternatives have been estimated at \$15 million, \$28 million, \$65 million, \$59 million, and \$41 million, respectively (all estimates in 2013 dollars). The Freeway Tunnel Dual Bore has an option with trucks and without tolls that would have operation and maintenance costs of approximately \$48 million per year (\$2013). The Freeway Tunnel Single Bore has an option with trucks, tolls, and an express bus that would have operation and maintenance costs of approximately \$46 million per year (\$2013). Unlike construction costs, these costs will occur on an annual basis.

These costs and operating expenses are preliminary based on the current stage of planning and should be considered order-of-magnitude estimates for each alternative. Other one-time costs associated with the purchase of vehicles or other non-construction or right of way acquisitions are not included in the economic impacts estimates at this time. A summary table of the economic impacts associated with the costs and operating expenses of each alternative is provided below. Spending associated with the various alternatives considered in the State Route 710 North Study would yield positive benefits in terms of one-time job creation associated with the construction and ongoing job creation associated with annual operations.

TABLE 1.2:

Summary Economic Impacts of Capital and Operation Costs by Project Alternatives

	TSM/ TDM	BRT	LRT	Freeway Tunnel		Freeway Tunnel	
				Dual Bore (1)	Single Bore (2)	Dual Bore (3)	Single Bore (4)
Construction (One-Time)							
Total Employment	1,400	3,100	31,500	73,700	41,100	73,700	41,000
Earnings (in \$2010)	\$64.7M	\$148.6 M	\$1,491.7M	\$3,482.6M	\$1,941.7M	\$3,482.6 M	\$1,941.7M
Operations (Annual)							
Total Employment	300	600	1,300	1,200	800	1,000	900
Earnings (in \$2010)	\$10.5M	\$19.6M	\$45.4M	\$41.2M	\$28.6M	\$33.5M	\$32.1M

Notes: Totals may not add due to rounding. BRT, LRT, and Freeway Alternatives include TSM/TDM. Employment reported in person-year jobs.

(1) With trucks and tolls; (2) With trucks and tolls; (3) With trucks and without tolls; (4) With trucks, tolls, and express bus.

Source: CH2M Hill; BEA RIMS II Multipliers (Type II)

The alternative's construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. Sidewalk space might be used temporarily for construction, thereby reducing business access. Business impacts could include reduced visibility of commercial signs and businesses. The construction impacts will vary based on the duration of the alternatives construction period. Currently the construction period is anticipated to be 2-years for the TSM/TDM Alternative, 1-year for the BRT Alternative, 6-years for the LRT Alternative, and 5-years for the Freeway Tunnel Alternatives. Construction impacts over the construction period could produce economic impacts to commercial establishments near the areas required for development.

Based on this information, this study has analyzed the fiscal and economic impacts of the impacts associated with each alternative and found that no long-term adverse impacts would occur to the economic and fiscal health of the communities in the study area beyond the temporary disruption associated with construction.

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2.0 Project Description

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

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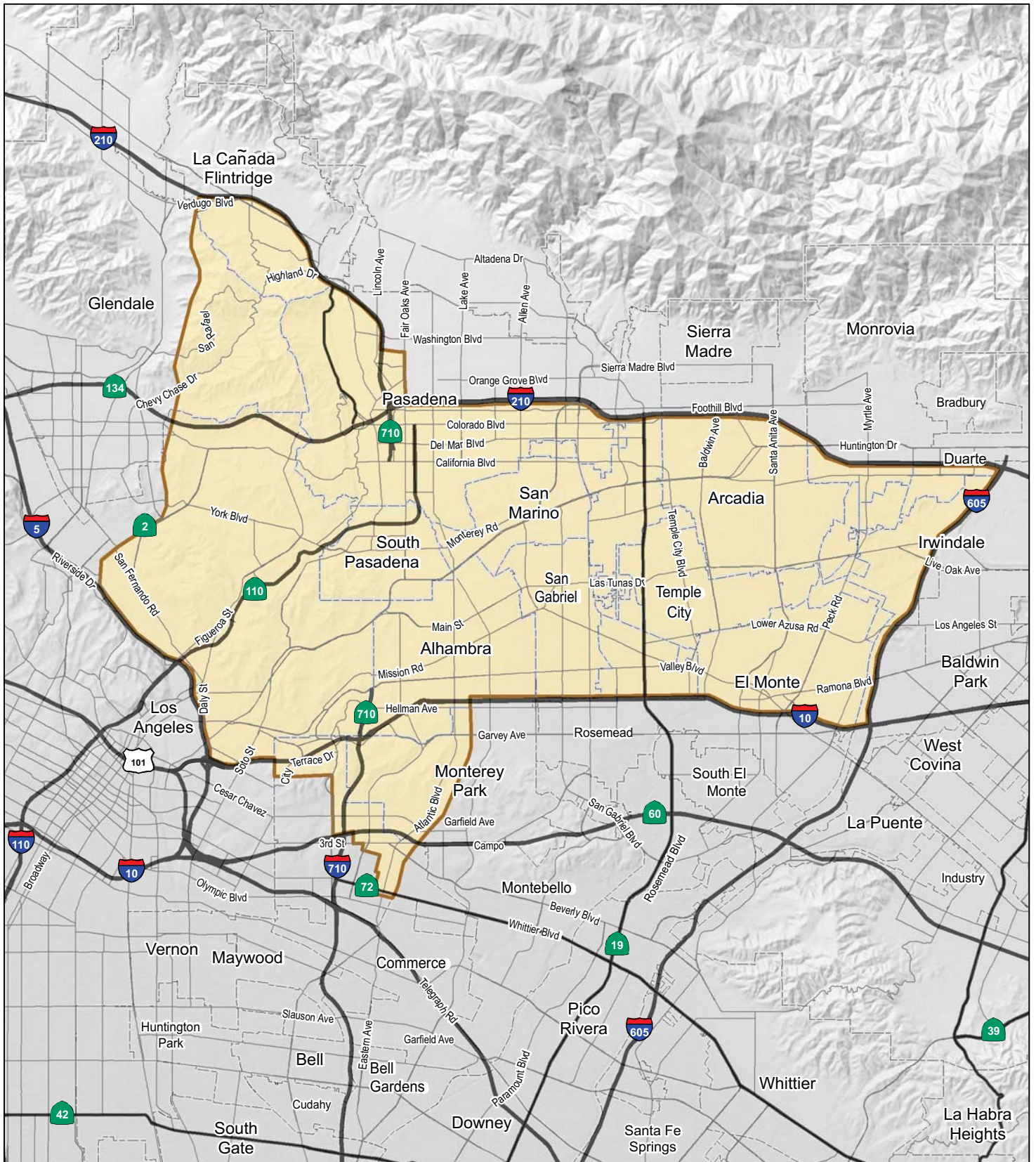

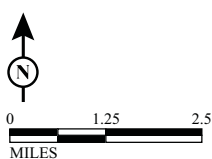


FIGURE 2.1

LEGEND
 SR 710 North Study Area



SOURCE: ESRI (2008); LSA (2013)
 I:\CHM1105\G\P&N\Project Location.cdr (10/27/14)

SR 710 North Study
 Project Location
 07-LA-710 (SR 710)
 EA 187900
 EFIS 0700000191

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There are seven major north-south freeway routes:

- Interstate 405 (I-405)
- US-101/State Route 170 (SR 170)
- I-5
- 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, SR 110, I-710, and I-605), two of which (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.
- **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.

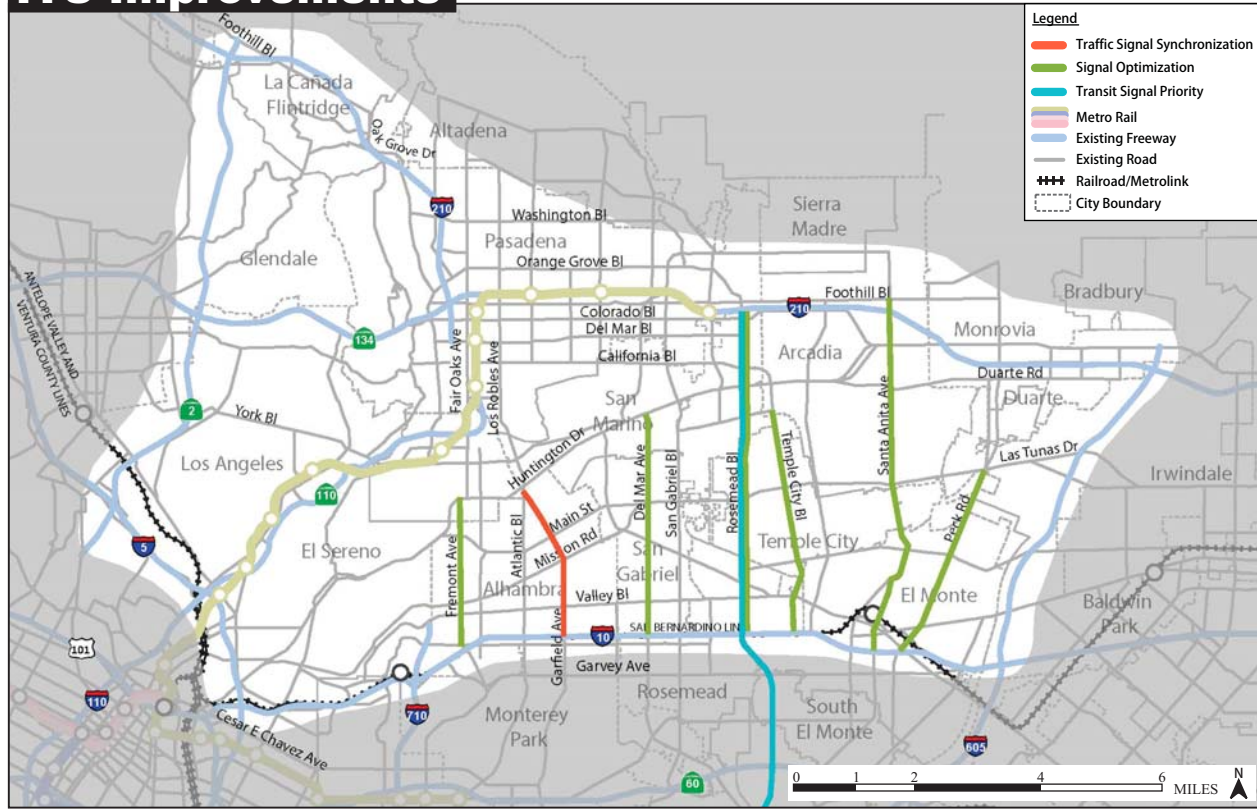
TABLE 2.1:
TSM/TDM Alternative Elements

ID No.	Description	Location
ITS Improvements		
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

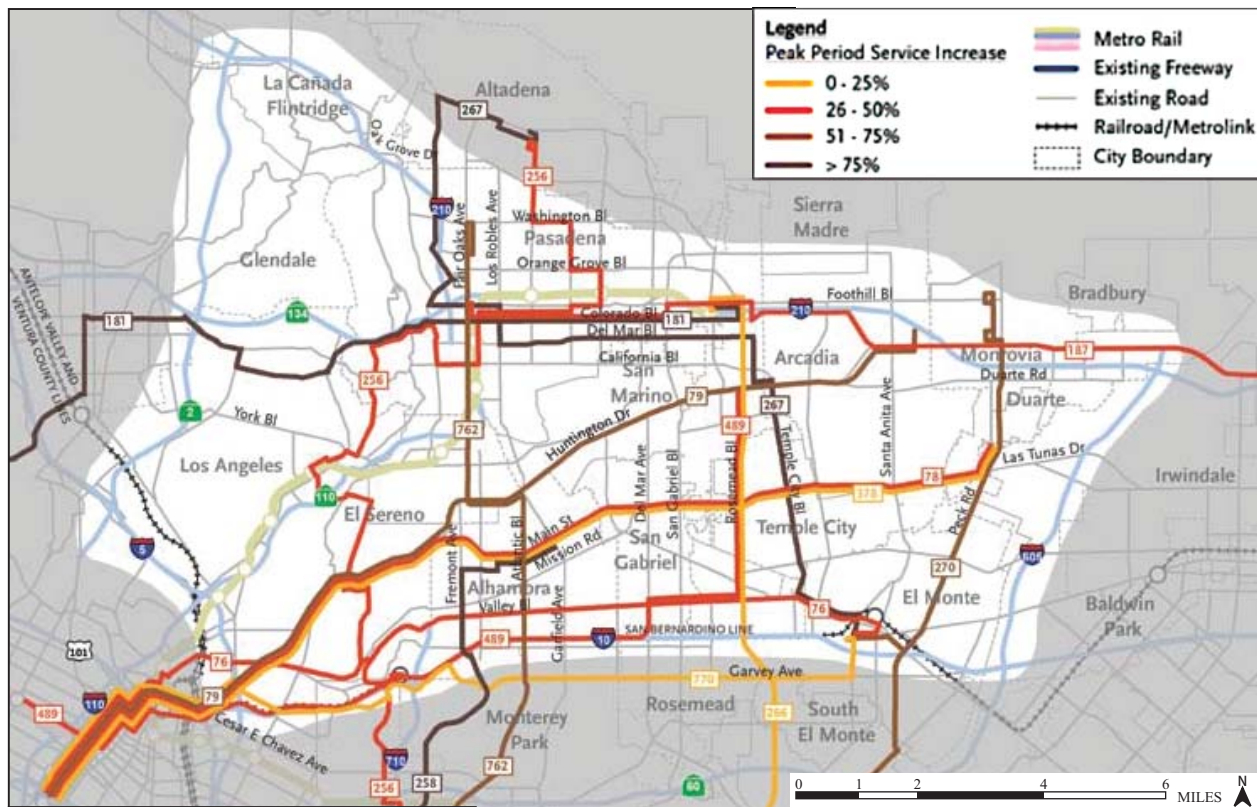
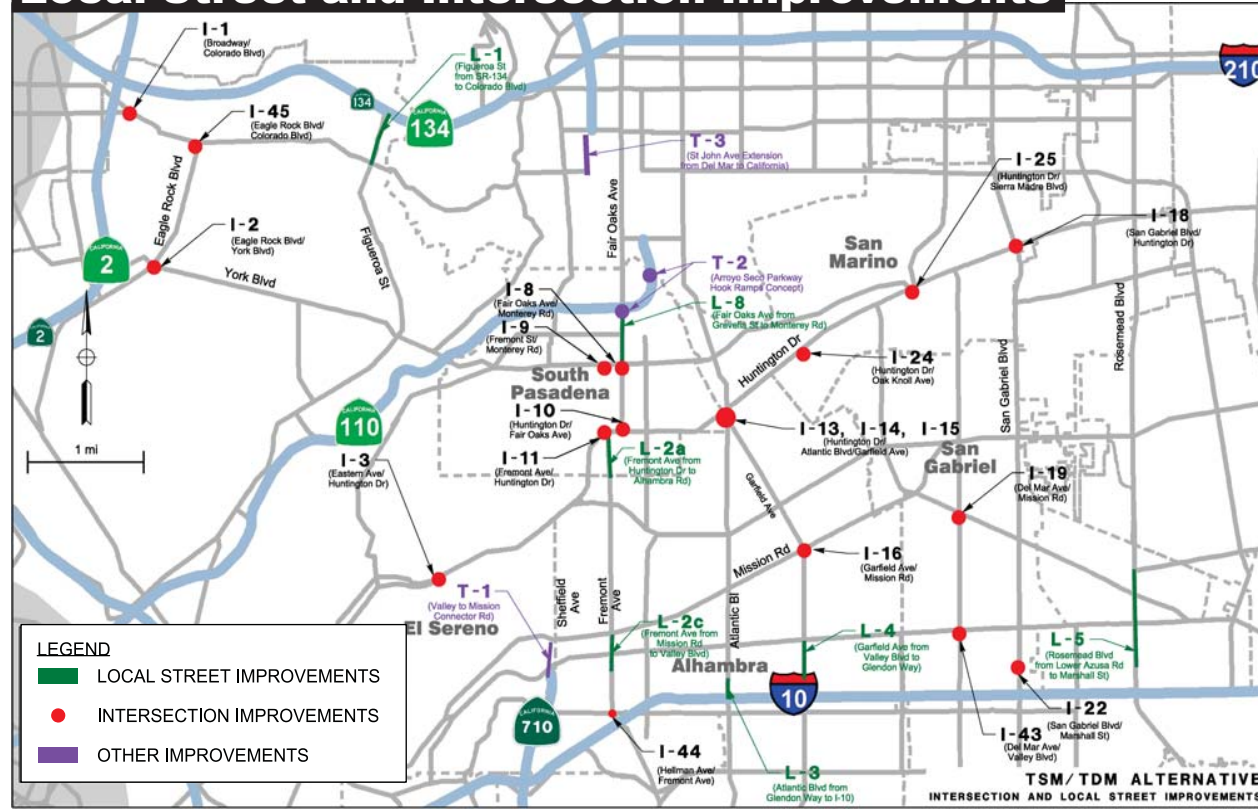
CMS = changeable message signs SR 110 = State Route 110 US-101 = United States Route 101
 I-10 = Interstate 10 TDM = Transportation Demand Management
 ITS = Intelligent Transportation Systems TSM = Transportation System Management

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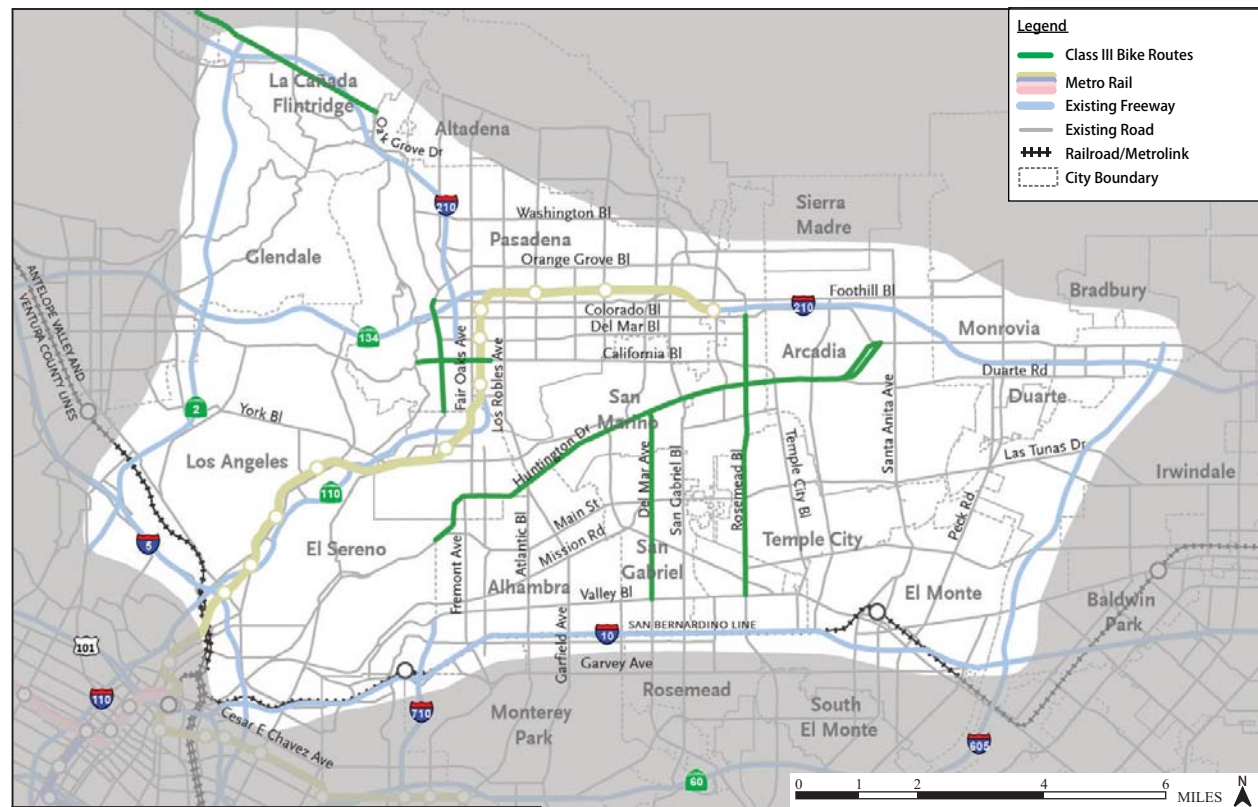
ITS Improvements



Local Street and Intersection Improvements



Transit Refinement



Active Transportation

FIGURE 2.3

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TABLE 2.2:
Local Street and Intersection Improvements of the TSM/TDM Alternative

ID No.	Description	Location
Local Street Improvements		
L-1	Figueroa 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
Intersection Improvements		
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)
Other Road Improvements		
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 SB = southbound TDM = Transportation Demand Management
I-710 = Interstate 710 SR 110 = State Route 110 TSM = Transportation System Management
NB = northbound SR 134 = State Route 134

- **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:

- **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.

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.

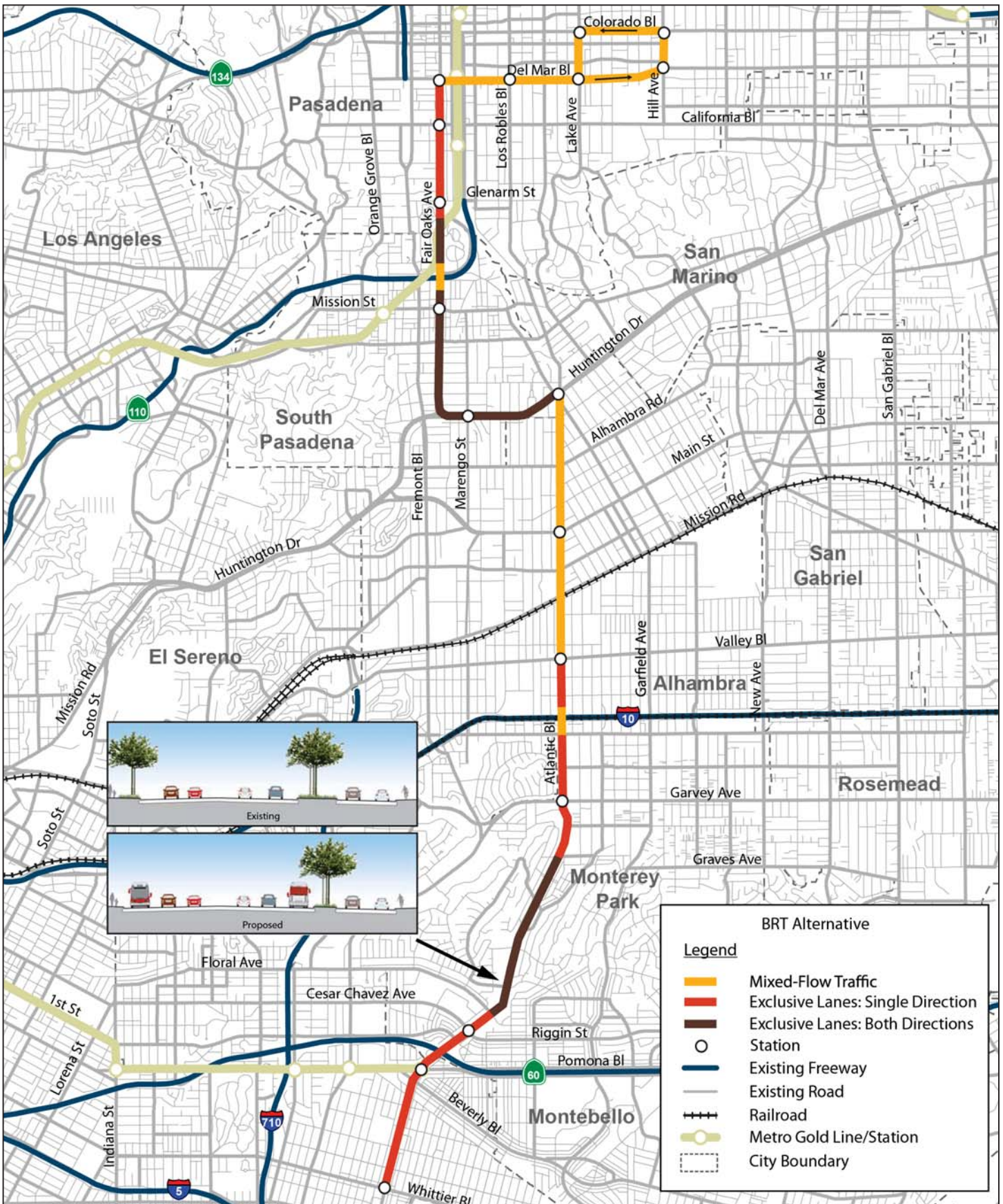


FIGURE 2.4



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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 ¹	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

¹ 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

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

ID No.	Description	Location
Bus Service Improvements		
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
Bicycle Facility Improvements		
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

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

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Colorado Boulevards. In addition, other existing bus services in the study area would be increased in frequency and/or span of service.

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.

- 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.

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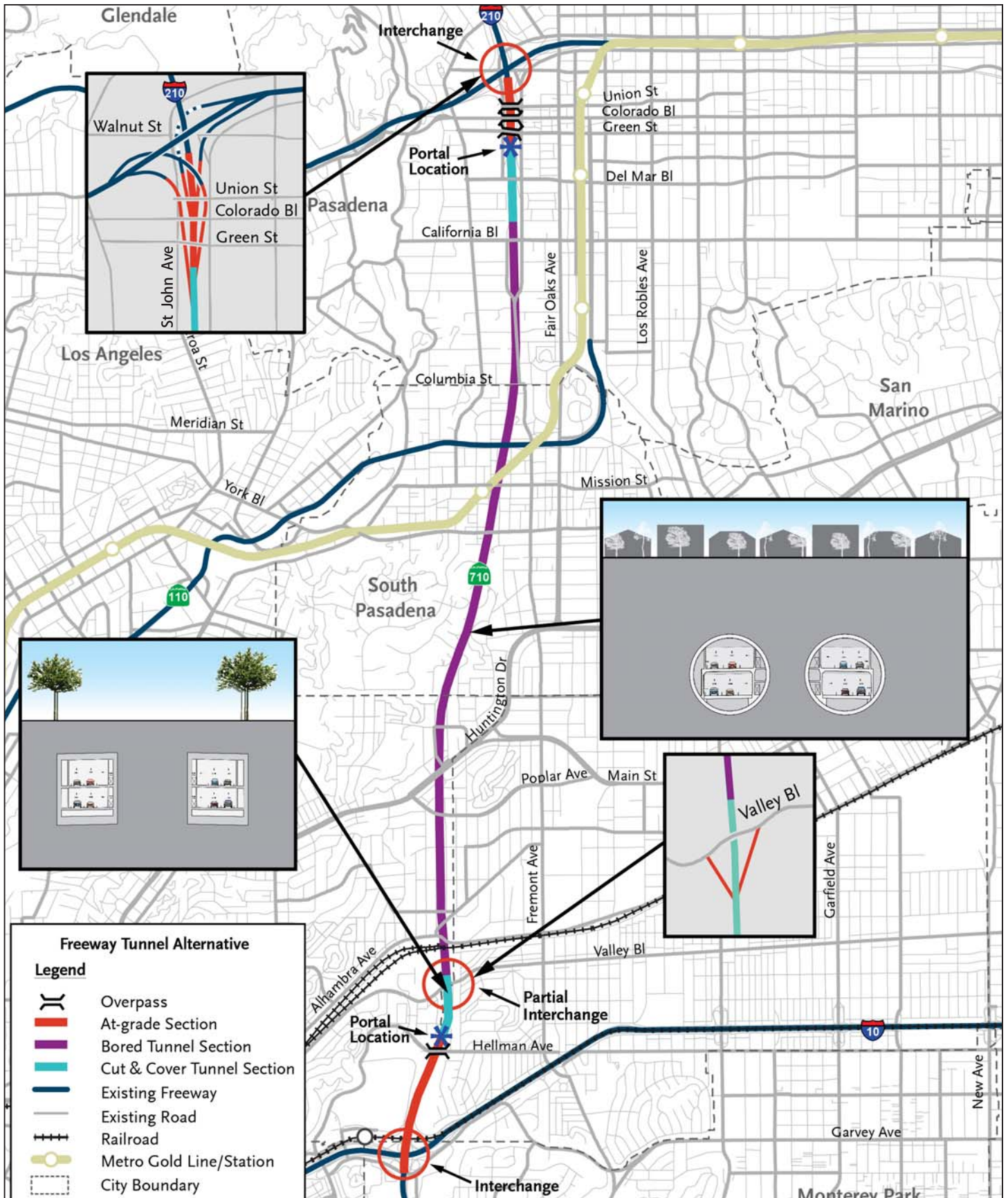


FIGURE 2.6



SOURCE: CH2M HILL (2013)

I:\CHM1105\Freeway Tunnel Alt Single&Dual Bore.cdr (10/27/14)

SR 710 North Study
 Freeway Tunnel Alternative
 Single and Dual Bore
 07-LA-710 (SR 710)
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- **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 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.

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

- **Freeway Tunnel Alternative without Tolls:** The facility would operate as a 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 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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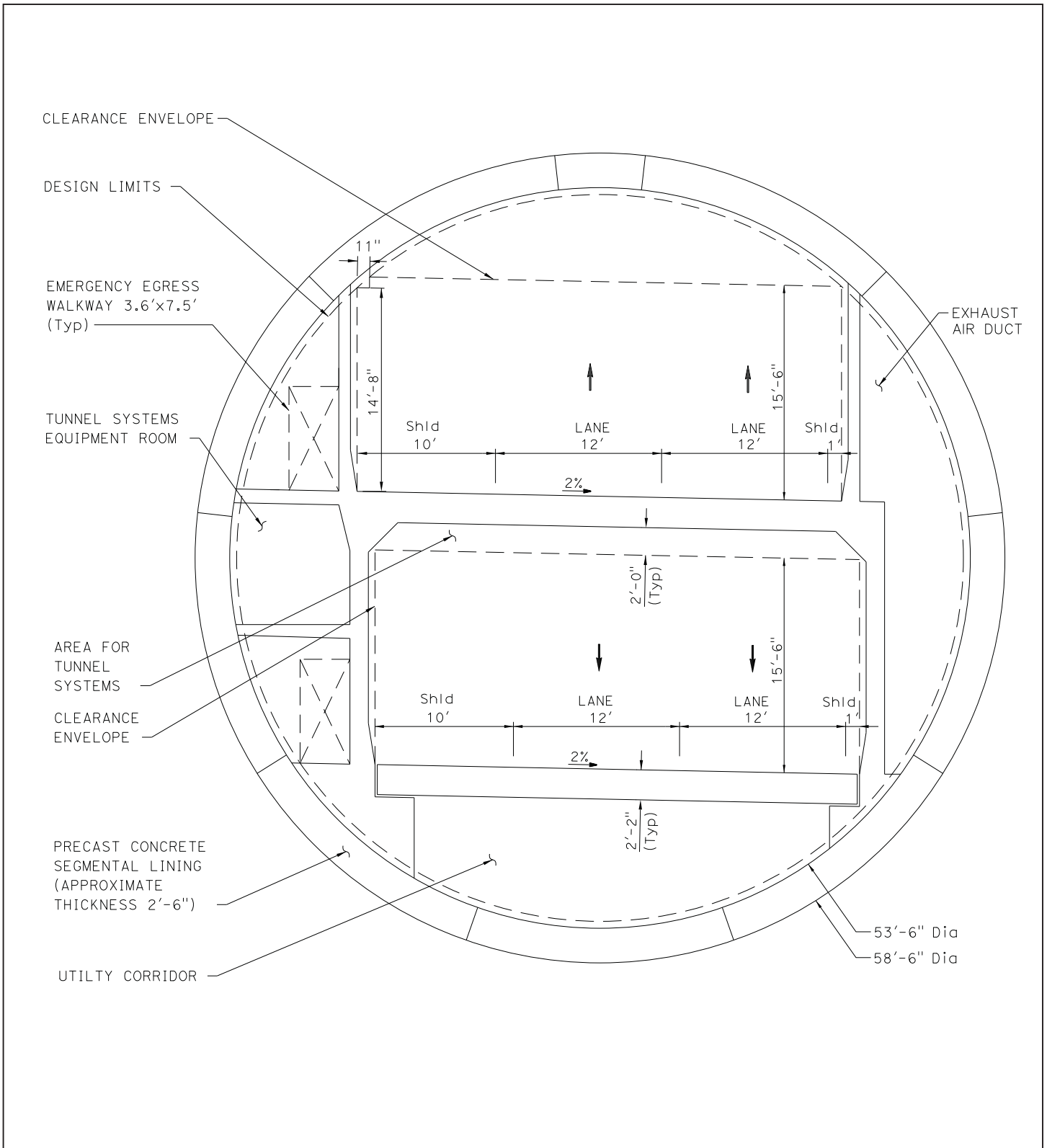


FIGURE 2.7

SR 710 North Study
 Freeway Tunnel Alternative
 Single Bore Cross Section
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3.0 Methodology for Impact Evaluation

3.1 Regulatory Framework

The State of California, Los Angeles County, City of Los Angeles, and smaller cities and neighborhoods within the study area have the ability to influence economic outcomes indirectly through economic policy decisions and incentives to support growth.

The balance of this section will provide a brief overview of the relevant economic policies that apply to the proposed SR 710 North Study.

3.1.1 Southern California Association of Governments

SCAG prepared the Southern California Economic Recovery and Job Creation Strategy (2011) with input from member cities and counties, public and private sector leaders, labor leaders, and SCAG economic advisors. The strategy includes a common set of regional priorities to help businesses, public agencies, and communities improve their economic viability. The strategy also concentrates on expanding the region's economic base, based upon the region's job creation needs given its unique competitive advantages and demographics.¹ SCAG states that the Southern California Economic Recovery and Job Growth Strategy is not intended to duplicate, compete with, or negatively impact local and county economic objectives.²

The strategy provides numerous short- and long-term policies for improving economic viability and livability for the region and its subregions. The overarching principle is "Local Control. Regional Collaboration." The following recommendations from the Southern California Economic Recovery and Job Creation Strategy are relevant to the SR 710 North Study:

Southern California Economic Recovery and Job Creation Strategy (2011)

- Oppose new legislation that negatively impacts jobs in the private sector.
- Support legislation that allows agencies, cities, and counties the flexibility to finance early delivery of projects and at the same time creates jobs.
- Require new state regulations be accompanied by an independent economic impact analysis. Any legislation considered to notably impact jobs would be opposed.
- Increase exports and prevent the loss of imports and international trade jobs and support industries related to Southern California's ports due to increased investment and capacity in the East Coast and Gulf Coast Ports, as well as the Panama Canal.
- Work with federal agencies to ensure that border counties are not unduly impacted by air quality ambient air standards impacting local businesses that are caused by neighboring countries.
- Work with labor councils to find additional actions that together will promote jobs in the construction industries.
- Implement 2012 Regional Transportation Plan and Sustainable Communities Strategy.
- Implement Multi-County Goods Movement Plan to ensure goods are to market for local businesses as well as maintain or improve international trade competitiveness.

¹ Southern California Association of Governments, Regional Economic Strategy and Data: About. Available at <http://economy.scag.ca.gov/Pages/About/About.aspx>, last accessed Nov 18, 2013.

² Southern California Association of Governments. Southern California Economic Recovery and Job Creation Strategy, 2011. Available at http://economy.scag.ca.gov/Economy%20site%20document%20library/FINAL_SCERS_GA.pdf, last accessed Nov 18, 2013.

- Work with stakeholders to encourage the deployment of zero emissions goods movement technology that will allow growth and improve air quality at the same time.³

3.1.2 Los Angeles County

Chapter 14 of the Los Angeles County General Plan (2013) contains the County's Economic Development Element. The Economic Development Element outlines the County's economic development goals and provides strategies that contribute to the economic well-being of the County. The Economic Development Element addresses mobility, calling it a key component of economic development. Businesses and industry require efficient road, rail, shipping, and air networks to transport goods and services, and employees and residents need access to employment centers. The County's stated approach to transportation infrastructure must advance economic success, but also be sustainable. The following goals and policies are relevant to the SR 710 North Study:

Economic Development (2013)

- **Goal 2:** Land use practices and regulations that foster economic development and growth.
 - **Policy 2.7:** Incentivize economic development and growth along existing transportation corridors and in urbanized areas.
- **Goal 3:** An expanded and improved infrastructure system to support economic growth and development.
 - **Policy 3.2:** Support infrastructure that facilitates the efficient movement of goods, energy, information, and people.⁴

The Economic Development Element works in conjunction with the Los Angeles County Strategic Plan for Economic Development (2010). The strategic planning process incorporated a high level of stakeholder involvement to develop consensus around a common vision and help guarantee the plan's success. This short-term strategic plan contains five core aspirational goals: prepare an educated workforce, create a business-friendly environment, enhance quality of life, implement smart land use, and build 21st century infrastructure. The following goals, objectives, and policies from the Strategic Plan are relevant to the SR 710 North Study:

Los Angeles County Strategic Plan (2010)

- **Goal:** Create business-friendly environment.
 - **Objective 2:** Retain and expand the existing job base while pro-actively attracting new businesses, industries, jobs and investment.
 - **Strategy 2.2:** Increase proactive outreach to help retain and expand businesses of all sizes, with emphasis on those that are at risk of closing, leaving or being wooed away.
- **Goal:** Enhance our quality of life.
 - **Strategy 1:** Make our communities more desirable places to live.
 - **Strategy 1.2:** Improve mobility and reduce traffic congestion and its environmental impacts by employing technology and traffic management strategies to reduce demand and optimize system efficiency; making transit easier and more desirable to use; improving walkability and bicycling; encouraging transit-oriented development and densification where appropriate; offering incentives for carpooling and transit; and improving the jobs/housing balance.
 - **Strategy 1.6:** Create healthy, vibrant and strong communities by balancing land use, transportation, economic development, housing and environmental improvement objectives.

³ Ibid.

⁴ Los Angeles County General Plan Public Review Draft (2013). Available at http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter14_2013.pdf, last accessed Oct 14, 2013.

- **Goal:** Build 21st century Infrastructure.
 - **Objective 1:** Fix the broken infrastructure development process.
 - **Strategy 1.1:** Restore the balance between local and regional interests in considering approval of infrastructure projects.
 - **Objective 2:** Build and maintain critical infrastructure for Los Angeles County.
 - **Strategy 2.5:** Create a world-class ground transportation network by expanding and improving the quality and user appeal of mass transit and alternative modes (such as bike paths/lanes and community/company buses), improving highway and road capacity, and investing in goods movement infrastructure (such as truck lanes, near-dock intermodal rail yards, and grade-separated rail corridors).⁵

The following sections detail additional Community Plans for the unincorporated communities of Altadena and East Los Angeles and describe Economic Development policies relevant to the SR 710 North Study. The unincorporated communities of East Pasadena, East San Gabriel, La Crescenta-Montrose, Mayflower Village, North El Monte, and San Pasqual do not have Community Plans.⁶

3.1.2.1 Altadena

Section 7.1 of the Altadena Community Plan (1986) serves as the Economic Development plan for the community of Altadena. The major economic development issue in Altadena is that commercial districts have experienced a gradual decline in quality and utilization by local residents. The primary economic development goal of the Community Plan is to establish, maintain, and enhance a healthy economic community for all by encouraging suitable concentrations of commercial and industrial developments. The section addresses several policies and implementation measures that relate to and support the economic development goal, though none specifically relate to the SR 710 North Study.⁷

3.1.2.2 East Los Angeles

The East Los Angeles Community Plan (1988) establishes a framework of goals, policies, and programs to help guide decision makers about policies affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. The plan organizes goals into three categories: physical environment, human service, and economic development. The plan includes 11 economic development policies, of which the following is relevant to the SR 710 North Study:

East Los Angeles Community Plan (1988)

- **Policy:** Give priority to jobs accessible to public transportation and available to residents.⁸

3.1.3 Cities

3.1.3.1 Alhambra

The Economic Development Element of the Alhambra General Plan (1986) is concerned with fiscal issues the City is facing related to capital expenditures for infrastructure, the provision of urban services, and the economic health of commercial and industrial land use areas. Policies focus on enhancing the City's tax base and business climate and the economical provision of public services. There are five issue areas around which the Economic

⁵ Los Angeles County Strategic Plan for Economic Development 2010–2014. Available at http://extras.mnginteractive.com/live/media/site200/2009/1223/20091223_040749_strategicplan.pdf, last accessed Nov 5, 2013.

⁶ The City of Glendale has prepared a Community Plan for North Glendale, encompassing what the plan calls the commercial districts of La Crescenta and Montrose. To reference this plan, see the North Glendale/La Crescenta Community Plan Admin Staff Draft 2/4/11. Available at http://www.ci.glendale.ca.us/planning/pdf_files%5CNorthGlendaleCommunityPlan%5CFeb7,2011/North%20Glendale%20Complete%20Admin%20Draft%20Feb%204%202011.pdf, last accessed Nov 8, 2013.

⁷ Envicom Corporation in association with Greer & Company, Economics Research Associates, and Opinion Research of California. Los Angeles County Altadena Community Plan, Adopted July 10, 1986. Available at http://altadenatowncouncil.org/documents/Altadena_Community_Plan.pdf, last accessed Nov 8, 2013.

⁸ East Los Angeles Community Plan, Adopted June 23, 1988. Available at http://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf, last accessed Nov 8, 2013.

Development Element is organized: regional market share, local businesses, redevelopment, fair share of urban services costs, and cost-effectiveness. The following goals and policies within the Economic Development Element of the City of Alhambra General Plan are relevant to the SR 710 North Study:

Economic Development (1986)

- **Goal 3.1:** Expand the local tax base.
- **Goal 3.4:** Increase Employment Opportunities.
- **Policy 4.1:** Encourage and enhance the development of the City's commercial areas to capture a larger share of the regional market while serving the needs of the local community.⁹

3.1.3.2 Arcadia

The Economic Development Element of the City of Arcadia General Plan (2010) prioritizes a strong and prosperous local economy that is accessible to local residents and responsive to local needs and contains a balance of regional-serving businesses to attract additional regional income. At the time of writing in 2010, economic conditions and business practices had negatively affected tax revenue generated from retail businesses (namely the Santa Anita Park shopping mall), and Santa Anita Racetrack revenues had decreased with changes in off-track betting laws.

With prosperity and diversity of businesses being of vital importance to the City of Arcadia, the City outlined several goals and policies that it hopes will diversify the local economy. The following goals and objectives in the City of Arcadia General Plan are relevant to the SR 710 North Study:

Economic Development (2010)

- **Goal 1:** A mix of land uses and development incentives that work to retain existing business and attract new enterprises that generate tax revenues and high-quality jobs.
- **Goal 3:** A strong commercial and industrial economic base.
 - **Policy 3.3:** Improve infrastructure and public facilities in industrial areas where necessary to support economic development.¹⁰

3.1.3.3 Commerce

The City of Commerce General Plan (2010) does not have a dedicated Economic Development chapter; however, the Community Development Element of the General Plan addresses a wide range of issues regarding development, land use compatibility, the development of new infrastructure, and economic development. The *Community Development Policies* section of the Community Development Element introduces City policies and objectives related to economic development. The following issues and policies in the City of Commerce General Plan are relevant to the SR 710 North Study:

Community Development (2008)

- **3.3.2 Issue:** Commercial development policies.
 - **Policy 2.1:** The City of Commerce will continue to promote the development of a quality retail and commercial entertainment district in the vicinity of Telegraph Road, north of the Santa Ana Freeway.
 - **Policy 2.8:** The City of Commerce will continue to encourage the development of a high-intensity, highly visible commercial corridor consisting of offices, hotels, and retail and entertainment uses along Telegraph Road, extending from Hoefner Avenue to Vail Avenue.

⁹ City of Alhambra General Plan, Adopted November 10, 1986. (Provided via email by City of Alhambra Principal Planner Scott Lee, Nov 1, 2013)

¹⁰ City of Arcadia General Plan, Adopted November 2010. Available at http://www.ci.arcadia.ca.us/docs/3_draft_economic_dev_element_04-28-10.pdf, last accessed Oct 15, 2013.

- **Policy 2.9:** The City of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways.
- **3.3.3 Issue:** Industrial development policies.
 - **Policy 3.1:** The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City's economic and employment base.
- **3.3.7 Issue:** Environmental justice policies.
 - **Policy 7.1:** The City of Commerce will ensure that all future public facilities and improvements do not have an adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.
 - **Policy 7.2:** The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities.¹¹

3.1.3.4 Duarte

Chapter 8 of the City of Duarte General Plan (2007) contains the City's Economic Development Element. The Economic Development Element establishes a consistent set of policies that direct local government on resource focus to retain local business, expand existing business, attract new value added businesses, support the tax base, and sustain the City's ability to provide public services. The goals outlined in the Economic Development Element are to improve the City's current revenue stream; enhance the I-210 freeway corridor; maintain healthy businesses in commercial areas; enhance the employment base with good paying, high-quality jobs; and create efficient mixed-use transit oriented development. The following issues and policies in the City of Duarte General Plan are relevant to the SR 710 North Study:

Economic Development (2007)

- **Goal 1:** Improve the City's current revenue stream.
 - **Objective 1.1:** Enhance City revenues so as to maintain City services.
 - **Policy 1.1.5:** Identify current and prospective sources of revenue to establish funding programs in anticipation of future capital outlays. Identify steps necessary to maintain a balanced budget to ensure that future obligations can be met by adding to reserves. Evaluate services to identify cost cutting measures and efficient delivery systems.
- **Goal 2:** Enhance the I-210 Freeway corridor as the City's primary economic engine.
 - **Objective 2.1:** Increase the economic potential provided by the regional traffic flow on the I-210 freeway through Duarte.
 - **Policy 2.1.3:** Expand regional economic development along the I-210 corridor beyond current uses. In order to maximize revenue and enhance image, the Redevelopment Agency/City¹² should investigate other major draws typical of an international trade center magnitude, hotel/convention complex, etc.
- **Goal 5:** Create Efficient Mixed Use Transit Oriented Development in and around the Duarte Gold Line Station.

¹¹ City of Commerce 2020 General Plan, Adopted January 2008. Available at <http://www.ci.commerce.ca.us/DocumentCenter/Home/View/152>, last accessed Sep 16, 2013.

¹² As part of the 2011 Budget Act, the State of California Legislature approved the dissolution of the state's redevelopment agencies (RDAs). After a period of litigation, RDAs were officially dissolved as of February 1, 2012. Available at <http://www.dof.ca.gov/redevelopment/>.

- **Objective 5.1:** Reduce vehicle miles traveled, provide transportation options for existing and future workforce and residents around the Gold Line station, provide location efficiency, expanded mobility, and provide public/private financial return and value recaptured.
 - **Policy 5.1.1:** Create a flexible mixed use Transit Oriented Development Specific Plan for the non-residential area north of the Gold Line Station.
 - **Policy 5.1.2:** Work with current employers to develop a Gold Line ridership program to be implemented once the Gold Line opens to Duarte.¹³

3.1.3.5 El Monte

The Economic Development Element of the City of El Monte General Plan (2011) provides a strategy to make El Monte's economy strong and sustainable, benefiting the City, its residents, and business. Its overarching goals are to support businesses, expand employment opportunities, increase local revenues, and improve quality of life. The Economic Development Element asserts the City's belief that by stimulating private investment and economic activity through prudent policies, the City benefits from greater revenues, ensuring long-term fiscal stability. The Economic Development Element also illustrates the City's economic development objectives as they relate to land use planning, highlighting plans for the development and revitalization of the City's industrial area and auto district, office parks, and downtown. The following goals and policies in the City of El Monte General Plan are relevant to the SR 710 North Study:

Economic Development (2011)

- **Goal 2:** El Monte's existing businesses will prosper, investing to expand their facilities, creating new job opportunities for current and future residents, and increasing the City's revenues.
 - **Policy 2.03:** Plan and provide sufficient infrastructure to serve the full buildout of target areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets.
- **Goal 3:** An improved El Monte business environment that attracts new businesses, investment, new jobs, and increased revenues to El Monte.
 - **Policy 3.01:** Plan and provide sufficient infrastructure and municipal services to serve the full buildout of areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets.
- **Goal 6:** An improved El Monte business environment that promotes growth of manufacturing firms, creates well-paid jobs, and offers opportunities for business relocation and expansion in the Northwest Industrial Area.
 - **Policy 6.06:** Plan and provide sufficient infrastructure and municipal services to serve the full buildout of the Northwest Industrial District; encourage development that supports the City's business expansion and business attraction targets.¹⁴

3.1.3.6 Glendale

The City of Glendale General Plan does not contain an Economic Development Element. Each element has been published independently from as early as the Land Use Element in 1986 to the Noise Element in 2013.¹⁵ The City of Glendale has developed an Economic Development Plan (2013) that states the Economic Development Strategic Direction is "to implement strategies and services that will create an environment in which business can

¹³ City of Duarte General Plan 2005-2020, Adopted August 14, 2007. Available at http://www.accessduarte.com/images/stories/City_departments/community_development/planning/chapter%208%20eco.%20dev.pdf. Last accessed Oct 25, 2013.

¹⁴ City of El Monte General Plan, Adopted June 2011. Available at <http://www.elmonteca.gov/LinkClick.aspx?fileticket=fxX1AXvVXhQ%3d&tabid=660>, last accessed Oct 28, 2013.

¹⁵ City of Glendale, "Community Plan Elements." City of Glendale Community Planning website, last modified January 23, 2013. Available at <http://www.ci.glendale.ca.us/planning/plangeneralplanelements.asp>, last accessed Nov 8, 2013.

develop and prosper." The main elements of the strategy are business attraction, expansion, and retention efforts. The Implementation Plan within the Economic Development Plan is the tactical effort to help Glendale recover from the Great Recession. The three key components of this plan are to grow Glendale's downtown into an "18-hour city," to increase the occupancy of Class A buildings, and to improve business services to the community.¹⁶

3.1.3.7 Irwindale

The City of Irwindale General Plan (2008) does not have an Economic Development Element but rather addresses its economic development policies within a larger Community Development framework. Along with economic development, the Community Development section addresses land use planning and urban design. The City intends to continue its pursuit and promotion of economic development through the following general policies: development of a regional commercial center, fiscally sound development, development that generates jobs and revenue, and safe quarry operations. The following policy in the City of Irwindale General Plan is relevant to the SR 710 North Study:

Community Development (2008)

- **Policy 8:** The City of Irwindale will promote and support the development of a regional commercial center.¹⁷

3.1.3.8 La Cañada Flintridge

The City of La Cañada Flintridge General Plan (2013) does not currently have an Economic Development Element, nor is economic development addressed directly in other elements of the General Plan.¹⁸

3.1.3.9 Los Angeles

The Economic Development Element (1996) of the City of Los Angeles' General Plan contains goals and policies that facilitate business retention and job growth by providing appropriate sites and infrastructure, streamlining permitting and regulation, focusing City efforts to effectively utilize resources, and providing financial incentives. The following Economic Development goals, objectives, and policies are relevant to the SR 710 North Study:

Economic Development (1996)

- **Goal 7A:** A vibrant economically revitalized City.
 - **Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
 - **Policy 7.2.2:** Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.
 - **Policy 7.2.3:** Encourage new commercial development in proximity to rail and bus transit corridors and stations.
 - **Policy 7.2.6:** Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.
- **Goal 7C:** A City with thriving and expanding businesses.
 - **Objective 7.3:** Maintain and enhance the existing businesses in the City.
 - **Policy 7.3.5:** Improve the movement of goods and workers to industrial areas.

¹⁶ City of Glendale Economic Development Plan, Adopted 2013. Available at www.ci.glendale.ca.us/dev-svcs/EconDev_EconomicDevPlan.asp, last accessed Oct 11, 2013.

¹⁷ City of Irwindale General Plan, Adopted June 2008. Available at <http://www.ci.irwindale.ca.us/DocumentCenter/View/38>, last accessed Oct 28, 2013.

¹⁸ City of La Cañada Flintridge General Plan, Adopted January 22, 2013. Available at <http://www.lcf.ca.gov/general-plan>, last accessed Oct 11, 2013.

- **Goal 7D:** A City able to attract and maintain new land uses and businesses.
 - **Objective 7.6:** Maintain a viable retail base in the City to address changing resident and business shopping needs.
 - **Policy 7.6.1:** Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.¹⁹

The City of Los Angeles Economic Development Strategy's goals and policies apply to the Arroyo Seco, Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, and Lincoln Heights neighborhoods. In addition to the General Plan, the Northeast Los Angeles Community Plan (1999) contains an Economic Development Element that also applies to these neighborhoods. The Economic Development Element was created as a response to the plight of businesses and loss of job opportunities in the community that had occurred over the 30 years prior to plan adoption. The following Specific Plans²⁰ were established to augment the Northeast Los Angeles Community Plan by establishing detailed land use and design guidelines at a small scale:

- Colorado Boulevard Specific Plan
- Mount Washington/Glassell Park Specific Plan
- Avenue 57 Transit Oriented District Neighborhood Plan
- Cornfield Arroyo Seco Specific Plan

The Economic Development Element of the Northeast Los Angeles Community Plan examines conditions within the economy, identifies problem areas, and establishes strategies to resolve these problems. The Economic Development Element addresses area revitalization, identification of economic development initiatives, preconditions for job opportunities, provision of job skills, and improved opportunities in unskilled labor industries. The following goal and policy are relevant to the SR 710 North Study:

Northeast Los Angeles Community Plan (1996)

- **Goal 16:** The coordination of resources generating economic activity in order to maximize their impact.
 - **Policy 16-1.3:** Encourage the improvement of infrastructure facilities to meet existing community needs and assist in the revitalization of blighted areas.²¹

3.1.3.10 Monrovia

The General Plan of the City of Monrovia comprises seven individual elements adopted over a span of nearly 37 years, from the Conservation Element in 1966 to the Circulation Element in 2012. The General Plan does not have an Economic Development Element, but the Land Use Element (2008) does contain one goal of promoting economic expansion of the City's economic base. The following policies within the City of Monrovia General Plan are relevant to the SR 710 North Study.

¹⁹ City of Los Angeles General Plan Framework Element, Adopted 1996. Available at <http://cityplanning.lacity.org/cwd/framwk/chapters/07/07.htm>, last accessed Oct 11, 2013.

²⁰ A specific plan is a tool for the systematic implementation of the general plan. It establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. Source: State of California Governor's Office of Planning and Research. *The Planner's Guide to Specific Plans*, April 1998. Available at http://ceres.ca.gov/planning/specific/part1.html#part1_anchor, last accessed Nov 22, 2013.

²¹ City of Los Angeles. Northeast Los Angeles Community Plan, Adopted June 15, 1999. Available at <http://cityplanning.lacity.org/complan/pdf/nlacptxt.pdf>, last accessed Nov 22, 2013.

Land Use (2008)

- **Policy 8.2:** Use access to rail transit to promote new office, retail, hospitality, and service-type uses in the City.
- **Policy 8.3:** Encourage regional uses such as large retailers, hotels and restaurants on West Huntington Drive.²²

3.1.3.11 Montebello

The City of Montebello General Plan was adopted over 40 years ago and does not contain an Economic Development Element. Aspects of economic development are mentioned in the Redevelopment Element (1973) of the General Plan. The Redevelopment section includes eight broad goals and objectives that pertain to neighborhood revitalization. These goals and associated policies pertain specifically to redevelopment rather than economic development. Redevelopment agencies were officially dissolved by the State of California Legislature as of February 1, 2012. Because of this, and after review of the goals and objectives, it is evident that no specific Economic Development goals or policies within the City of Montebello General Plan are relevant to the SR 710 North Study.²³

3.1.3.12 Monterey Park

The Economic Development Element of the City of Monterey Park General Plan (2001) identifies several challenges that the City wishes to address, including fiscal viability, limited land for development, and high land costs. The City prioritized three areas of focus for its economic development efforts. The City plans to build retail credibility and national credit tenant status in the North Atlantic Boulevard and OII/Edison focus areas, strengthen the City's hotel/meeting center facilities downtown by capitalizing on its ethnic identity, and create a land use and infrastructure environment in the Monterey Pass Road area conducive to high-end manufacturing users. The following Economic Development goals and policies within the City of Monterey Park General Plan are relevant to the SR 710 North Study:

Economic Development (2001)

- **Goal 1.0:** Maintain an economic base to provide a sound fiscal foundation for the City, as well as quality community facilities and high service levels.
 - **Policy 1.2:** Encourage the growth or relocation of industries that generate local tax and employment advantages.
- **Goal 2.0:** Attract new businesses to the commercial focus areas identified in the Land Use Element.
 - **Policy 2.1:** Provide incentives for businesses to locate within appropriate focus areas, including infrastructure investment.
- **Goal 7.0:** Create a major regional-serving commercial center north and south of Potrero Grande Drive, north of the Pomona Freeway.
 - **Policy 7.1:** Work with the City of Montebello to ensure good access to the OII/Edison area via the Pomona Freeway.²⁴

3.1.3.13 Pasadena

The City of Pasadena General Plan includes an Economic Development and Employment Element (2013) that identifies the City's goals and objectives, issues, and implementation concepts. The City identified limited developable land, a shift in employment to service industries, and mismatched skills as issues to address in its

²² City of Monrovia General Plan Land Use Element, Adopted January 15, 2008. Available at <http://worldcat.org/arcviewer/1/CBG/2009/01/27/H1233082871048/viewer/file1.pdf>, last accessed Oct 28, 2013.

²³ City of Montebello General Plan, Adopted 1973, Available at http://www.cityofmontebello.com/depts/planning_n_community_development/planning_division/general_plan/default.asp, last accessed Sep 16, 2013.

²⁴ City of Monterey Park, General Plan Economic Development Element. City of Monterey Park Economic Development website, Adopted July 2001. Available at <http://www.ci.monterey-park.ca.us/Index.aspx?page=696>, last accessed Oct 11, 2013.

planning document.²⁵ The element's three general goals are to foster the City's local economy, increase City revenues, and have a well-employed labor force. To meet these goals, Pasadena has identified strategies that aim to influence private investment decisions through incentives centered on land, labor, and capital. The following Economic Development goal and objective within the City of Pasadena General Plan are relevant to the SR 710 North Study:

Economic Development (2013)

- **Goal 1:** A sound local economy which attracts investment, increases the tax base, creates employment opportunities for Pasadena residents and generates public revenues.
 - **Objective 1.4:** Adequate infrastructure capacity to support existing and new development, including closer coordination between economic development and capital improvements programming.²⁶

In addition to the General Plan, the City of Pasadena has also created an Economic Development Strategic Plan (2011) to provide a baseline assessment of existing conditions in the City and help local stakeholders and City staff implement strategies that contribute to the City's economic health. The Economic Development Strategic Plan is also a reference document for the General Plan's land use and development policies. The goals and objectives in the Economic Development Strategic Plan utilize a 5-year horizon, focusing on a shorter time frame than the General Plan given the more constant fluctuations in economic conditions. The primary goals of the Economic Development Strategic Plan are to:

- Support investment in the community that creates new jobs;
- Enhance commercial districts to create quality shopping and dining experiences;
- Cultivate an entrepreneurial and academic environment that fosters innovation; and
- Encourage activities that attract visitors and conventioners.²⁷

3.1.3.14 Rosemead

The City of Rosemead General Plan (2010) does not include an Economic Development Element, but the Land Use Element does include a brief section on Economic Development and Revitalization. This section describes the City's economic development activities as facilitating mixed-use development along commercial corridors to increase the quality of commercial offerings for residents, retaining important industrial districts, and focusing regional commercial activity at key locations.

The Land Use Element introduces two goals to meet the City's economic development and revitalization needs: creating a financially healthy City that can meet residents' desires for public services and facilities, and targeted land use changes that improve housing and economic opportunities for residents and businesses to achieve City fiscal and environmental objectives. The following Economic Development goals and policies in the City of Rosemead General Plan Land Use Element are relevant to the SR 710 North Study:

Land Use (2010)

- **Goal 5:** Targeted land use changes that improve housing and economic opportunities for residents and businesses and achieve City fiscal and environmental objectives.
 - **Policy 5.6:** Require that future commercial projects adjacent to the San Bernardino Freeway, south of Marshall Street, be developed in a manner that: complements established commercial

²⁵ City of Pasadena, General Plan - Economic Development and Employment Element - Issues (2013). City of Pasadena Community Planning website. Available at http://cityofpasadena.net/Planning/CommunityPlanning/Economic_Development_and_Employment_Element_Issues/, last accessed Nov 6, 2013.

²⁶ City of Pasadena, General Plan - Economic Development and Employment - Element Goals & Objectives (2013). City of Pasadena Community Planning website. Available at http://cityofpasadena.net/Planning/CommunityPlanning/Economic_Development_and_Employment_Element_Goals/, last accessed Nov 6, 2013.

²⁷ City of Pasadena Economic Development Department, City of Pasadena Economic Development Strategic Plan, April 2011. Available at <http://www.ci.pasadena.ca.us/WorkArea/DownloadAsset.aspx?id=6442463759>, last accessed Oct 11, 2013.

uses; capitalizes on the high visibility provided by the adjacent freeway through high quality design and signage; and incorporates the highest construction standards possible.²⁸

3.1.3.15 San Gabriel

The Economic Development Element of the City of San Gabriel General Plan (2004) states that the City is committed to providing a range of opportunities for residents to shop, dine, and obtain services. The City outlines several goals to maximize and enhance its commercial areas and revitalization efforts. The City aims to create a vibrant business community through the use of development and rehabilitation, addressing the needs of commercial corridors, and promoting the City and its commercial areas. The City also aims to stop sales tax leakage to other communities; develop retail that will address the needs of the community; develop underutilized properties; and rejuvenate the historic civic center. The following Economic Development goal and target in the City of San Gabriel General Plan are relevant to the SR 710 North Study:

Economic Development (2004)

- **Goal 4.2:** Stop sales tax leakage from San Gabriel to adjoining communities.
 - **Target 4.2.1:** Increase numbers of businesses and help current businesses expand that sell miscellaneous retail, apparel, building materials, food, autos and pharmaceuticals.²⁹

3.1.3.16 San Marino

The General Plan (2003) of the City of San Marino does not have an Economic Development Element, but the Land Use chapter of the General Plan includes a section on Economic Development. The purpose of this section is to promote a successful commercial sector that meets the needs and expectations of the community. Commercial development is concentrated in three focus areas on Huntington Drive and one on Mission Street. The City's goals are to maintain commercial land use patterns, strengthen business area attractiveness, build partnerships, maintain design quality, maintain a balance of land uses, consider financial support for commercial area improvement projects, and consider a civic plaza. The following Economic Development objective and policy are relevant to the SR 710 North Study:

Land Use (2003)

- **Objective L.19:** Create a stronger sense of place and more traditional "boulevard" feel on Huntington Drive.
 - **Policy:** Evaluate the reconfiguration of Huntington Drive in the Civic Center/Central area to narrow the median and widen sidewalks in order to mitigate the barrier effect caused by high volumes of traffic on Huntington Drive.³⁰

3.1.3.17 Sierra Madre

The City of Sierra Madre has an Economic Development Element within its General Plan (2013). The purpose of this element is to strategize how to generate revenues to offset public services and preserve a quality of life for Sierra Madre residents. The policy includes land use, financing, and organizational strategies to implement the City's overarching economic development goals. To summarize, the City's goals are to maintain a diverse mix of uses, enhance the relationship between the City and the Chamber of Commerce, and develop a City identity as a destination point. There are no specific objectives or policies that are relevant to the SR 710 North Study.³¹

²⁸ City of Rosemead General Plan, Adopted April 13, 2010 via resolution 2010–23. Available at <http://www.cityofrosemead.org/Modules/ShowDocument.aspx?documentid=1100>, last accessed Oct 14, 2013.

²⁹ City of San Gabriel General Plan, Adopted 2004. Available at <http://www.sangabrielcity.com/DocumentCenter/Home/View/733>, last accessed Oct 11, 2013.

³⁰ City of San Marino General Plan, Adopted 2003. Available at http://www.ci-san-marino.ca.us/pdf_forms/pnbforms/FinalGeneralPlan.pdf, last accessed Oct 28, 2013.

³¹ City of Sierra Madre General Plan Update, Adopted 2013. Available at <http://www.cityofsierramadre.com/i-want-to/find/documents/category/5-development-services-documents?download=916:draft-general-plan-update-approved-by-the-general-plan-steering-committee-on-may-7-2013>, last accessed Oct 11, 2013.

3.1.3.18 South El Monte

The Economic Development Element of the City of South El Monte (2000) outlines the City's development opportunities, related plans and programs, and current economic development issues and goals. At the time of this report, the City of El Monte had established three business improvement districts incorporating over 1,300 acres of industrial and commercial properties. Eight focus areas are identified for intensified City efforts to encourage vital community uses: East Santa Anita, regional commercial areas within the City, the Civic Core, Rosemead Corridor, Peck/Michael Hunt area, Garvey Corridor, Michael Hunt/Santa Anita area, and the United States Army Reserve Base. The element also defines several goals, including providing opportunities for a wide range of industries to operate within the City, attracting regional serving commercial businesses to high-visibility locations, attracting local-serving retail and service commercial locations, and increasing the number of local residents employed by local businesses. The following Economic Development goal and policy are relevant to the SR 710 North Study:

Economic Development (2000)

- **Goal 2.0:** Attract regional-serving commercial businesses to high-visibility sites at key locations in the City.
 - **Policy 2.1:** Focus regional-serving commercial development at the key focus locations identified in the Land Use and Economic Development Elements.³²

3.1.3.19 South Pasadena

The City of South Pasadena General Plan (2010) includes an Economic Development and Revitalization Element. The element describes related plans and programs already in place at the time of adoption, describes several economic potentials for the City, and addresses focus area development potentials and associated economic implications. Goals and associated policies within the element include supporting existing businesses, increasing the City's revenue base, broadening the City's employment base, targeting development interests into the focus areas, maintaining long-term fiscal viability, and promoting and enhancing South Pasadena's image as a desirable business location. The following Economic Development goals and policies within the City of South Pasadena General Plan are relevant to the SR 710 North Study:

Economic Development (2010)

- **Goal 3:** To broaden the City's employment base by attracting quality job/employment opportunities.
 - **Policy 3.2:** Promote the City's regional location and access to transit.
- **Goal 5:** To maintain long-term fiscal viability through balanced land use planning.
 - **Policy 5.1:** Encourage continued investment in public infrastructure to maintain economic productivity.³³

3.1.3.20 Temple City

The General Plan (1987) of the City of Temple City does not currently have an Economic Development Element, nor is economic development addressed directly in other elements of the General Plan.³⁴

³² City of South El Monte General Plan, Adopted October 2000. Available at http://www.ci.south-el-monte.ca.us/Portals/0/General%20Plan/planning_general%20plan%20economic%20development%20element.pdf, last accessed Oct 11, 2013.

³³ City of South Pasadena General Plan Economic Development & Revitalization Element, Adopted 2010. Available at <http://www.ci.south-pasadena.ca.us/modules/showdocument.aspx?documentid=217>, last accessed Oct 11, 2013.

³⁴ City of Temple City General Plan, Adopted April 21, 1987. Available at <http://www.templecity.us/planning/General%20Plan,%201987.pdf>, last accessed Oct 11, 2013.

3.2 NEPA/CEQA Guidance

3.2.1 NEPA Guidelines

NEPA requires an examination of indirect consequences, or secondary impacts, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future (40 Code of Federal Regulations 1508.8). Consequences and impacts can include economic and fiscal changes due to a proposed project.

NEPA does not include specific guidelines on measuring adverse economic impacts, so this study measures impacts based on multipliers from the United States Department of Commerce. These multipliers were developed to estimate potential construction-related employment spending and economic impacts. The multipliers can measure employment and earnings creation and total economic output.

3.2.2 CEQA Guidance

The environmental studies documentation phase process must adhere to CEQA guidelines. CEQA guidelines state that economic changes resulting from a project shall not be treated as significant effects on the environment. Economic effects of physical change, however, may be used to determine that the physical change is a significant change to the environment (CEQA 15358b). In the case of the SR 710 North Study Build Alternatives, physical changes would result from construction. As a result, this analysis would measure the effect construction would have on the existing environment.

In absence of specific thresholds of significance for economic impacts, CEQA guidelines encourage each public agency to develop their own. The following thresholds of significance were applied in the analysis of economic and fiscal impacts of the SR 710 North Study Build Alternatives:

- The Alternative would substantially reduce the number of existing jobs in an affected city or neighborhood within the study area.
- The Alternative would substantially reduce the tax base (property tax and retail sales tax) in an affected city or neighborhood within the study area.
- Construction of the Alternative would have substantial, adverse effects on businesses along the alignment within the study area.

3.3 Area of Potential Impact

Economic impacts will be identified for Los Angeles County. Fiscal impacts will be identified for the 20 cities, eight unincorporated communities in Los Angeles County, and seven neighborhoods within the City of Los Angeles that comprise the study area for the SR 710 North Study.

3.4 Methodology

The analyses are intended to document potential adverse and beneficial economic impacts due to the operation and construction of the SR 710 North Study Build Alternatives, as well as potential fiscal impacts associated with losses to the tax base due to property acquisitions required to construct the project. The following outlines the methodological approach for documenting the economic and fiscal impacts.

3.4.1 Evaluation of Business Activity and Potential Job Relocations

The United States Census Bureau collects employment data at the block level, which were used to provide employment estimates for each city, community, and neighborhood in the study area. The United States Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Program created OnTheMap, a web-based mapping and reporting application, which shows where workers work and live as well as other worker characteristics. The OnTheMap interface was used to retrieve 2002–2011 LEHD Origin Destination Employment Statistics (LODES).³⁵

³⁵ United States Census Bureau Longitudinal Employer-Household Dynamics Program. OnTheMap Help and Documentation. Available at http://lehd.ces.census.gov/applications/help/onthemap.html#!what_is_onthemap, last accessed Nov 15, 2013.

OnTheMap counts jobs as its unit of analysis instead of people and can therefore capture more than one job per person. A job is counted if a worker is employed with positive earnings during the reference quarter as well as in the quarter prior to the reference quarter. The second quarter (April–June) is the reference quarter of each year. Primary jobs in this analysis are presented by place of work. The United States Census LEHD program defines a primary job as the job that earned an individual the most money.³⁶

Information on businesses within a quarter-mile area of each SR 710 North Study Build Alternative was retrieved for this analysis.³⁷ Data are current as of July 2012.³⁸

Using the total number of potential displaced employment and total employment in the study area, a comparison was made to determine whether impacts to the existing business activity would be notable in magnitude for each SR 710 North Study Build Alternative.

3.4.2 Evaluation of Tax Revenue Impacts

Using alignment maps, conceptual station plans, and potential construction staging maps, specific parcels or portions of parcels have been identified for possible permanent acquisition as indicated in the Draft Relocation Impact Report. From this database, the annual property tax revenue and sales tax revenue associated with the permanent acquisition of these properties was quantified. This analysis only analyzed partial and full acquisitions of privately-owned parcels.

3.4.2.1 Evaluation of Property Tax Revenue Impacts

Property tax revenue that is allocated to a city's General Fund is important to quantify, as the General Fund is the main source of discretionary revenue that sustains day-to-day city operations. Property taxes are levied on the assessed value of privately owned property, collected by the County, and then apportioned to the incorporated cities, the County, and other authorized entities. The base property tax rate is 1.00 percent of the assessed property value, but the total property tax rate includes additional voter-approved special taxes and debt issues assessments. These voter-approved special taxes and debt issues (also referred to as debt service) vary by tax rate area (TRA). Properties are subject to taxation by a number of taxing entities, such as the County, incorporated cities, community colleges, and water, school, and other special districts. TRAs are numbered and appear on both secured and unsecured property tax bills. The Los Angeles County Board of Supervisors sets the tax rates that are calculated in accordance with Article 13(a) of the Constitution of the State of California.³⁹ Section 4.3 of this report provides a summary of the property tax rate, assessed value, and property tax collections by jurisdiction within the study area.

Data on the assessed value are produced annually in July by the Los Angeles County Office of the Assessor as the basis for property taxes.⁴⁰ To determine assessed values within neighborhoods of the City of Los Angeles, the assessed value of each neighborhood was extracted from data provided by the Los Angeles County Office of the Assessor. The base property tax rate of 1.00 percent was then applied to the assessed value of each neighborhood to yield the estimated base property tax to be collected for that neighborhood. The estimated property tax to be retained by the City of Los Angeles's General Fund is then calculated and presented.

To determine assessed values within unincorporated communities of the County of Los Angeles, the assessed value of each unincorporated community was extracted from data provided by the Los Angeles County Office of the Assessor. The base property tax rate of 1.00 percent was then applied to the assessed value of each

³⁶ United States Census Bureau Longitudinal Employer-Household Dynamics Program. OnTheMap Data Overview (LODEs Version 7). Available at <http://lehd.ces.census.gov/doc/help/onthemap/OnTheMapDataOverview.pdf>, last accessed Nov 15, 2013.

³⁷ Business information retrieved from ESRI Business Analyst version 10.1. ESRI Business Analyst version 10.1 references a national database of approximately 12 million United States businesses from InfoUSA, a brand of Infogroup. Data include number of businesses, employees, sales volume, and industry classification by North American Industry Classification System code. Available at <http://www.esri.com/industries/retail/~media/Files/Pdfs/library/brochures/pdfs/esri-busanalyStreetpdf>, last accessed Nov 15, 2013.

³⁸ ESRI, Essential Business Analyst Vocabulary. Retrieved from the ArcGIS Help 10.1 website. Available at <http://resources.arcgis.com/en/help/main/10.1/index.html#//000z00000131000000>, last accessed Nov 25, 2012.

³⁹ Department of Auditor-Controller. Available at http://auditor.lacounty.gov/wps/portal/ac/property_tax, last accessed Nov 25, 2013.

⁴⁰ Los Angeles County Office of the Assessor, FY 2013–2014 Local Roll On-line Catalog, Available at <http://assessor.lacounty.gov/extranet/outside-sales/localroll.aspx>, last accessed Nov 14, 2013.

community to yield the estimated base property tax to be collected for that community. The estimated property tax to be retained by the County's General Fund is then calculated and presented.

Using Los Angeles County Tax Assessor data, the estimated assessed value of partial parcel acquisitions is calculated as a percentage of the total assessed land value of the parcel, based on the square feet to be acquired as a proportion of the total parcel area. For full parcel acquisitions, the total assessed value of the parcel is used to estimate the assessed value of the acquisition.

The estimated assessed value of each potential partial and full parcel acquisition is multiplied by the appropriate property tax rate to determine the potential tax loss for each incorporated city as well as the unincorporated County in the study area. The aggregate assessed value of potential parcel acquisitions from each SR 710 North Study Build Alternative is compared to the existing tax base to determine the magnitude of property tax impacts.

3.4.2.2 Evaluation of Potential Sales Tax Revenue Impacts

Sales tax revenue that is allocated to a city's General Fund is important to quantify, as the General Fund is the main source of discretionary revenue that sustains day-to-day city operations. Each city retains a portion of sales taxes collected within the city. Effective April 1, 2013, the base sales tax rate in the County of Los Angeles is 9.00 percent, of which 6.50 percent is allocated to the State, 0.75 percent is allocated to the city for public services, 1.25 percent is allocated to the County transportation fund, and 0.50 percent is used to fund transportation improvements in the County (Metro Measure R).⁴¹ When sales taxes are collected in an unincorporated part of the County, the 0.75 percent reserved for allocation to the city is allocated to the County. While some cities in California have agreements to share part of their sales tax with their county, all cities within the study area retain the full 0.75 percent sales tax allocation.⁴²

The State Board of Equalization tabulates taxable sales transactions and counts the number of permits for each city and county in the State of California, and reports them on a quarterly and yearly basis. The latest full year of data available is 2011.

The relocated total taxable sales estimate was multiplied by the appropriate sales tax rate to determine the potential tax loss for each city as well as the unincorporated County area in the study area. The total tax loss associated with potential business relocations is compared to the existing tax base to determine the magnitude of sales tax impacts. Where possible, assumptions regarding potential taxable sales used in the *Draft Relocation Impact Report (October 2014)* were incorporated into this analysis. In other instances, the average 2011 taxable sales by business type was used as a proxy to estimate potential sales tax by businesses impacted by each Alternative.

This analysis only quantifies potential sales tax loss from permanent full or partial land acquisitions. In some instances, the loss of an anchor tenant could adversely impact other retailers in an area. While recognized, no attempt to quantify this potential secondary impact has been made. There is also the potential for relocation within the neighborhood or community. The availability of existing vacant retail commercial space would make it possible for a business to relocate within its existing neighborhood or community.

3.4.3 Construction-Related Employment Impacts

Construction may impact the regional and local economy as a result of new direct and indirect employment. Direct employment is construction-related employment in industries in which jobs and services are used to build the project. Indirect and induced economic benefits would be created by the secondary demand for goods and services across a broader spectrum of industrial sectors as a result of the economic multiplier impact of construction. The analysis will estimate the number of construction jobs and earnings generated by each SR 710 North Study Alternative based on available order-of-magnitude construction cost estimates.

The analysis will apply a consistent set of multipliers to the construction cost estimates of each SR 710 North Study Alternative. The economic impacts associated with construction expenditures are measured using regional

⁴¹ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

⁴² Micheli, Larry, Supervisor. Board of Equalization Local Revenue Allocation Unit. SUTD Query Response e-mail sent Oct 15, 2013.

multipliers from the Bureau of Economic Analysis (BEA) within the United States Department of Commerce. Derived from the Regional Input-Output Modeling System (RIMS II), RIMS II multipliers measure the total changes in output, employment, and earnings within a specific geographic area that result from an incremental change to a particular industry within that same geography. The multipliers used in this analysis were developed by BEA to reflect the structure of the Los Angeles County economy.

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4.0 Affected Environment

4.1 Current and Forecast Trends

This section includes population and employment growth estimates. Table 4.1 and Table 4.2 summarize population and employment trends, respectively, for Los Angeles County and each of the cities in the study area. After the City of Los Angeles, the largest population centers are El Monte, Glendale, and Pasadena. The largest employment centers in the study area are the Cities of Los Angeles and Pasadena, followed by Glendale and Commerce.

TABLE 4.1:
Past and Projected Population For Study Area Jurisdictions

Jurisdiction	2008	2020	2035	% Chg 2008 to 2020	% Chg 2020 to 2035	% Chg 2008 to 2035
Alhambra	83,000	87,000	92,400	5%	6%	11%
Arcadia	56,200	59,600	64,300	6%	8%	14%
Commerce	12,800	12,900	13,000	1%	1%	2%
Duarte	21,200	22,100	23,400	4%	6%	10%
El Monte	113,400	124,300	140,100	10%	13%	24%
Glendale	191,600	198,900	209,300	4%	5%	9%
Irwindale	1,400	1,600	2,000	14%	25%	43%
La Cañada Flintridge	20,200	20,400	20,600	1%	1%	2%
Los Angeles	3,770,500	3,991,700	4,320,600	6%	8%	15%
Monrovia	36,300	37,700	39,400	4%	5%	9%
Montebello	62,500	66,400	66,400	6%	0%	6%
Monterey Park	60,100	67,900	77,700	13%	14%	29%
Pasadena	135,300	143,400	152,500	6%	6%	13%
Rosemead	53,600	55,500	58,100	4%	5%	8%
San Gabriel	39,700	42,800	46,100	8%	8%	16%
San Marino	13,100	13,200	13,300	1%	1%	2%
Sierra Madre	10,900	10,900	11,000	0%	1%	1%
South El Monte	20,100	20,800	21,800	3%	5%	8%
South Pasadena	25,600	25,900	26,300	1%	2%	3%
Temple City	35,400	36,900	39,000	4%	6%	10%
Los Angeles County	9,778,000	10,404,000	11,353,000	6%	9%	16%

Source: SCAG (2012 RTP/SCS Growth Forecast)

TABLE 4.2:
Past and Projected Employment for Study Area Jurisdictions

Jurisdiction	2008	2020	2035	% Chg 2008 to 2020	% Chg 2020 to 2035	% Chg 2008 to 2035
Alhambra	29,600	31,000	32,500	5%	5%	10%
Arcadia	26,700	28,100	29,500	5%	5%	10%
Commerce	48,100	47,800	48,600	-1%	2%	1%
Duarte	6,700	7,000	7,300	4%	4%	9%
El Monte	36,300	37,100	38,400	2%	4%	6%
Glendale	93,200	98,200	103,000	5%	5%	11%
Irwindale	13,400	11,500	12,300	-14%	7%	-8%
La Cañada Flintridge	9,500	10,200	10,300	7%	1%	8%
Los Angeles	1,735,200	1,817,700	1,906,800	5%	5%	10%
Monrovia	17,700	18,300	19,100	3%	4%	8%
Montebello	25,700	26,400	27,400	3%	4%	7%
Monterey Park	30,400	32,000	33,700	5%	5%	11%
Pasadena	117,300	124,400	131,300	6%	6%	12%
Rosemead	16,400	16,900	17,600	3%	4%	7%
San Gabriel	14,200	15,000	15,700	6%	5%	11%
San Marino	4,800	5,000	5,300	4%	6%	10%
Sierra Madre	3,400	3,400	3,400	0%	0%	0%
South El Monte	15,700	15,300	15,400	-3%	1%	-2%
South Pasadena	9,000	9,500	10,000	6%	5%	11%
Temple City	6,700	7,000	7,300	4%	4%	9%
Los Angeles County	4,340,000	4,558,000	4,827,000	5%	6%	9%

Source: SCAG (2012 RTP/SCS Growth Forecast)

Table 4.3 provides the annual unemployment rate for Los Angeles County and each of the cities in the study area between 2008 and 2012. As Table 4.3 illustrates, as the nation moved into a recession, the unemployment rate peaked in 2010 in the County and across all cities in the study area. Since then, rates have consistently dropped. In 2012, the unemployment rate ranges from a low of 3.3 percent in the City of Sierra Madre to a high of 20.5 percent in the City of Commerce. Both the Cities of El Monte and Commerce have very high rates of joblessness. In the case of the City of Commerce, the rate must be tempered by knowledge of the City's small size. With a population of 12,800 (see Table 4-1) and understanding that the labor force is typically around a half of the population (excludes children, retirees, people not seeking work), the high jobless rate applies to a small base.

TABLE 4.3:
Unemployment Rates for Study Area Jurisdictions

Jurisdiction	Unemployment				
	2008	2009	2010	2011	2012
Arcadia	4.2%	6.6%	7.2%	7.0%	6.2%
Commerce	14.5%	21.6%	23.2%	22.7%	20.5%
Duarte	5.2%	8.1%	8.9%	8.6%	7.7%
El Monte	9.3%	14.3%	15.4%	15.1%	13.5%
Glendale	6.5%	10.1%	11.0%	10.7%	9.5%
Irwindale	7.8%	12.0%	13.0%	12.7%	11.4%
La Cañada Flintridge	2.8%	4.5%	4.9%	4.8%	4.2%
Los Angeles	8.3%	12.8%	13.9%	13.5%	12.1%
Monrovia	6.6%	10.2%	11.1%	10.8%	9.6%
Montebello	8.4%	12.9%	14.0%	13.7%	12.2%
Monterey Park	5.6%	8.8%	9.6%	9.3%	8.3%
Pasadena	5.7%	8.9%	9.6%	9.4%	8.4%
Rosemead	6.6%	10.2%	11.1%	10.8%	9.6%
San Gabriel	6.1%	9.5%	10.4%	10.1%	9.0%
San Marino	3.3%	5.3%	5.8%	5.6%	5.0%
Sierra Madre	2.2%	3.5%	3.9%	3.8%	3.3%
South El Monte	9.6%	14.7%	15.9%	15.5%	13.9%
South Pasadena	3.6%	5.8%	6.3%	6.1%	5.4%
Temple City	4.8%	7.5%	8.2%	8.0%	7.1%
Los Angeles County	7.5%	11.6%	12.6%	12.3%	10.9%

Source: California Employment Development Department

Table 4.4 summarizes housing and transportation costs for Los Angeles County and each of the cities in the study area. Data are sourced from the Center for Neighborhood Technologies' (CNT) Housing + Transportation (H+T) Index, a measure of the combined neighborhood housing and transportation costs divided by average neighborhood income to measure the relative cost burden. Values in the table below represent the Regional Moderate Household series, which are used to represent a working family in the selected area. Income is based on 80 percent of the area median income where average household size and average working commuters per household remain constant for the regional average. This household type allows the user to view areas that are affordable to the typical working family, who might have a more constrained household budget. CNT has defined affordability such that the combined costs for housing and transportation consume no more than 45 percent of a household's income. As the second column of Table 4.4 indicates, every jurisdiction in the study area exceeds this threshold.

Of note, the table illustrates also that several of the cities in the study area have higher than average costs relative to the County. The majority of the cities have higher than average transportation costs, as demonstrated by values exceeding 1.0 in the last column of the table.

TABLE 4.4:
Relative Housing and Transportation Costs in the Study Area

Jurisdiction	Housing Cost as Share of Income	Transportation Cost as Share of Income	H+T Cost as Share of Income	H+T Cost Relative to County Average	Transportation Cost Relative to County Average
Arcadia	38.2%	24.0%	62.2%	0.14%	1.03%
Commerce	22.5%	23.0%	45.6%	0.83%	0.99%
Duarte	32.6%	24.6%	57.2%	1.05%	1.06%
El Monte	24.5%	22.9%	47.4%	0.87%	0.99%
Glendale	33.3%	21.3%	54.7%	1.00%	0.92%
Irwindale	23.1%	25.1%	48.2%	0.88%	1.08%
La Cañada Flintridge	64.4%	26.0%	90.3%	1.65%	1.12%
Los Angeles	31.1%	21.2%	52.3%	0.96%	0.91%
Monrovia	33.0%	24.1%	57.1%	1.05%	1.04%
Montebello	25.5%	23.6%	49.1%	0.90%	1.02%
Monterey Park	25.2%	23.2%	48.4%	0.89%	1.00%
Pasadena	34.1%	21.8%	55.9%	1.02%	0.94%
Rosemead	25.9%	23.6%	49.5%	0.91%	1.02%
San Gabriel	30.2%	23.5%	53.6%	0.98%	1.01%
San Marino	55.1%	25.1%	80.2%	1.47%	1.08%
Sierra Madre	39.3%	24.8%	64.1%	1.17%	1.07%
South El Monte	22.0%	23.9%	45.9%	0.84%	1.03%
South Pasadena	35.3%	23.2%	58.4%	1.07%	1.00%
Temple City	30.6%	24.0%	54.6%	1.00%	1.03%
Los Angeles County	36.8%	23.2%	54.6%		

Source: Center for Neighborhood Technology, H+T[®] Affordability Index, 2010

4.2 Current Business Activity

4.2.1 Cities

4.2.1.1 Alhambra

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Alhambra had 23,046 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Retail Trade (19%), Health Care and Social Assistance (14%), and Accommodation and Food Services (11%).⁴³

4.2.1.2 Arcadia

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Arcadia had 25,172 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (20%), Retail Trade (18%), and Accommodation and Food Services (12%).⁴⁴ There is no business activity in the City within a quarter-mile of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

⁴³ United States Census Bureau. 2013. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>, last accessed Nov 15, 2013.

⁴⁴ Ibid.

4.2.1.3 Commerce

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Commerce had 41,040 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Manufacturing (28%), Wholesale Trade (19%), and Retail Trade (10%).⁴⁵ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.4 Duarte

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Duarte had 5,511 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Retail Trade (26%), Wholesale Trade (15%), and Educational Services (12%).⁴⁶ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.5 El Monte

According to OnTheMap LODES data, as of the second quarter of 2011, the City of El Monte had 25,205 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Educational Services (12%), Finance and Insurance (12%), and Manufacturing (11%).⁴⁷ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.6 Glendale

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Glendale had 82,231 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (15%), Retail Trade (13%), and Other Services excluding Public Administration (12%).⁴⁸ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.7 Irwindale

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Irwindale had 20,099 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (19%), Manufacturing (14%), and Retail Trade (13%).⁴⁹ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.8 La Cañada Flintridge

According to OnTheMap LODES data, as of the second quarter of 2011, the City of La Cañada-Flintridge had 5,475 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Educational Services (21%), Accommodation and Food Services (18%), and Retail Trade (16%).⁵⁰ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.9 Los Angeles

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles had 1,492,099 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (12%), Educational Services (10%), and Retail Trade (9%).⁵¹ The following sections, 4.2.1.10 through 4.2.1.16, refer to neighborhoods in the City of Los Angeles located within the study area.

4.2.1.10 Arroyo Seco

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Arroyo Seco had 1,186 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Other Services excluding Public Administration (21%), Health Care and Social Assistance (16%), and Educational

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Ibid.

⁵¹ Ibid.

Services (13%).⁵² There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.11 Cypress Park

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Cypress Park had 5,533 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Educational Services (32%), Transportation and Warehousing (21%), and Retail Trade (12%).⁵³ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.12 Eagle Rock

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Eagle Rock had 7,115 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Educational Services (19%), Retail Trade (17%), and Health Care and Social Assistance (14%).⁵⁴ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.13 El Sereno

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of El Sereno had 5,453 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Manufacturing (25%) and Educational Services (25%).⁵⁵ There is no business activity within a quarter-mile area of the BRT Alternatives.

4.2.1.14 Glassell Park

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Glassell Park had 4,299 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Retail Trade (19%), Manufacturing (11%), and Construction (11%).⁵⁶ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.15 Highland Park

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Highland Park had 5,129 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Educational Services (33%), Health Care and Social Assistance (17%), and Retail Trade (14%).⁵⁷ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.16 Lincoln Heights

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Los Angeles neighborhood of Lincoln Heights had 10,173 primary jobs. The top industries in the neighborhood, ranked by total jobs in 2011, are Health Care and Social Assistance (19%), Transportation and Warehousing (16%), and Educational Services (15%).⁵⁸ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.17 Monrovia

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Monrovia had 16,695 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Manufacturing (14%), Retail Trade (13%), and

⁵² Ibid.

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid.

⁵⁸ Ibid.

Administration and Support, Waste Management and Remediation (12%).⁵⁹ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.18 Montebello

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Montebello had 22,034 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Retail Trade (19%), Manufacturing (14%), and Educational Services (12%).⁶⁰ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.19 Monterey Park

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Monterey Park had 25,296 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (16%), Finance and Insurance (13%), and Educational Services (9%).⁶¹

4.2.1.20 Pasadena

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Pasadena had 93,981 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Professional, Scientific, and Technical Services (17%); Health Care and Social Assistance (16%); and Retail Trade (10%).⁶²

4.2.1.21 Rosemead

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Rosemead had 22,940 primary jobs. Rosemead's employment is dominated by the Health Care and Social Assistance industry (37%), followed by the Management of Companies and Enterprises (15%).⁶³ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.22 San Gabriel

According to OnTheMap LODES data, as of the second quarter of 2011, the City of San Gabriel had 10,991 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (23%), Retail Trade (13%), and Accommodation and Food Services (12%).⁶⁴ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.23 San Marino

According to OnTheMap LODES data, as of the second quarter of 2011, the City of San Marino had 3,108 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Information (16%), Educational Services (15%), and Health Care and Social Assistance (12%).⁶⁵ There is no business activity within a quarter-mile area of the LRT or Freeway Tunnel Alternatives.

4.2.1.24 Sierra Madre

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Sierra Madre had 1,473 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Health Care and Social Assistance (18%), Educational Services (13%), and Wholesale Trade (11%).⁶⁶ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

⁵⁹ Ibid.

⁶⁰ Ibid.

⁶¹ Ibid.

⁶² Ibid.

⁶³ Ibid.

⁶⁴ Ibid.

⁶⁵ Ibid.

⁶⁶ Ibid.

4.2.1.25 South El Monte

According to OnTheMap LODES data, as of the second quarter of 2011, the City of South El Monte had 14,446 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Manufacturing (35%) and Retail Trade (19%).⁶⁷ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.1.26 South Pasadena

According to OnTheMap LODES data, as of the second quarter of 2011, the City of South Pasadena had 6,090 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Retail Trade (16%); Educational Services (13%); and Professional, Scientific, and Technical Services (11%).⁶⁸ There is no business activity within a quarter-mile area of the Freeway Tunnel Alternative.

4.2.1.27 Temple City

According to OnTheMap LODES data, as of the second quarter of 2011, the City of Temple City had 5,633 primary jobs. The top industries in the City, ranked by total jobs in 2011, are Retail Trade (18%), Health Care and Social Assistance (15%), and Educational Services (12%).⁶⁹ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2 Unincorporated Communities of Los Angeles County

The following sections, 4.3.2.1 through 4.3.2.8, refer to unincorporated communities in the County of Los Angeles located within the study area.

4.2.2.1 Altadena

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of Altadena had 3,819 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Health Care and Social Assistance (24%), Other Services excluding Public Administration (16%), and Retail Trade (12%).⁷⁰ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.2 East Los Angeles

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of East Los Angeles had 19,758 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Public Administration (26%), Health Care and Social Assistance (13%), and Educational Services (12%).⁷¹ There is no business activity within a quarter-mile area of the TSM/TDM Alternative.

4.2.2.3 East Pasadena

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of East Pasadena had 3,522 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Retail Trade (19%); Accommodation and Food Services (18%); and Agriculture, Forestry, Fishing, and Hunting (17%).⁷² There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.4 East San Gabriel

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of East San Gabriel had 11,245 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Health

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ Ibid.

⁷⁰ Ibid.

⁷¹ Ibid.

⁷² Ibid.

Care and Social Assistance (23%), Retail Trade (13%), and Accommodation and Food Services (12%).⁷³ There is no business activity within a quarter-mile area of the LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.5 La Crescenta-Montrose

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of La Crescenta-Montrose had 2,459 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Educational Services (17%), Retail Trade (16%), and Other Services excluding Public Administration (12%).⁷⁴ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.6 Mayflower Village

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of Mayflower Village had 451 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Health Care and Social Assistance (38%), Construction (20%), and Other Services excluding Public Administration (19%).⁷⁵ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.7 North El Monte

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of North El Monte had 285 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Arts, Entertainment, and Recreation (36%); Educational Services (19%); and Health Care and Social Assistance (17%).⁷⁶ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.8 San Pasqual

According to OnTheMap LODES data, as of the second quarter of 2011, the unincorporated community of San Pasqual had 118 primary jobs. The top industries in the community, ranked by total jobs in 2011, are Educational Services (32%) and Retail Trade (31%).⁷⁷ There is no business activity within a quarter-mile area of the TSM/TDM, LRT, BRT, or Freeway Tunnel Alternatives.

4.2.2.9 Summary

The following Table 4.5 provides a summary overview of the primary jobs for each City, Community, and neighborhood in the Study Area based on 2011 data from OnTheMap LODES data.

⁷³ Ibid.

⁷⁴ Ibid.

⁷⁵ Ibid.

⁷⁶ Ibid.

⁷⁷ Ibid.

TABLE 4.5:
Current Primary Jobs by City, Community, and Neighborhood in the Study Area (2011)

Jurisdiction	Primary Jobs
Alhambra	23,046
Arcadia	25,172
Commerce	41,040
Duarte	5,511
El Monte	25,205
Glendale	82,231
Irwindale	20,099
La Cañada Flintridge	5,475
Los Angeles	1,492,099
Arroyo Seco	1,186
Cypress Park	5,533
Eagle Rock	7,115
El Sereno	5,453
Glassell Park	4,299
Highland Park	5,129
Lincoln Heights	10,173
Monrovia	16,695
Montebello	22,034
Monterey Park	25,296
Pasadena	93,981
Rosemead	22,940
San Gabriel	10,991
San Marino	3,108
Sierra Madre	1,473
South El Monte	14,446
South Pasadena	6,090
Temple City	5,633
Los Angeles County	3,720,262
Altadena	3,819
East Los Angeles	19,758
La Crescenta-Montrose	2,459
East Pasadena	3,522
East San Gabriel	11,245
Mayflower Village	451
North El Monte	285
San Pasqual	118

Note: Primary jobs and employment presented in Table 4.2 not comparable.

Source: OnTheMap (2011)

4.3 Property Tax Base

4.3.1 Cities

Table 4.6 provides a summary of the property tax revenue collected for each incorporated city in the study area in Fiscal Year 2012-2013, with the corresponding total assessed value and property tax rate, as described in sections 4.3.1.1 to 4.3.1.27. This information provides a comparative snapshot of the relative property tax burden among cities in the study area. The base property tax rate in each city is 1.00%.

TABLE 4.6:
Property Tax Collections as a Percent of Total Assessed Valuation (FY 2012–2013)

City	Property Tax Revenue	Total Assessed Value	Total Property Tax Revenue as Percent of Total Assessed Value	FY 2012–2013 Average Property Tax Rate
Alhambra	\$8,341,422	\$7,426,258,359	0.114%	1.134%
Arcadia	\$9,967,792	\$11,832,211,841	0.085%	1.110%
Commerce	\$1,672,673	\$4,455,209,686	0.039%	1.149%
Duarte	\$613,081	\$1,872,715,447	0.033%	1.156%
El Monte	\$5,136,242	\$6,111,894,022	0.085%	1.404%
Glendale	\$25,728,265	\$24,503,084,246	0.109%	1.072%
Irwindale	\$203,456	\$2,122,853,415	0.010%	1.127%
La Cañada Flintridge	\$3,923,713	\$6,128,902,656	0.064%	1.094%
Los Angeles	\$1,023,599,790	\$440,534,147,051	0.238%	1.266%
Monrovia	\$5,775,277	\$4,370,216,498	0.132%	1.247%
Montebello	\$3,021,769	\$4,979,588,790	0.062%	1.346%
Monterey Park	\$7,229,949	\$6,052,915,662	0.121%	1.226%
Pasadena	\$39,145,573	\$23,109,076,400	0.177%	1.138%
Rosemead	\$1,999,608	\$3,723,408,325	0.054%	1.141%
San Gabriel	\$3,950,911	\$4,089,297,310	0.097%	1.297%
San Marino	\$10,858,770	\$4,920,190,357	0.223%	1.103%
Sierra Madre	\$3,360,929	\$1,775,962,875	0.194%	1.153%
South El Monte	\$767,979	\$1,838,964,527	0.043%	1.122%
South Pasadena	\$8,291,794	\$3,691,036,598	0.227%	1.125%
Temple City	\$2,362,121	\$3,857,982,245	0.062%	1.074%

Source: Property tax revenue net of Community Redevelopment Agency and rate from Los Angeles County Department of Auditor-Controller, assessed value from Los Angeles County Assessor's Office 2013 Annual Report

4.3.1.1 Alhambra

The base property tax rate in the City of Alhambra is 1.00 percent of the assessed property value, and the average additional debt service is 0.13 percent⁷⁸ of the assessed property value. For Fiscal Year (FY) 2012–2013, the reported tax collected for all TRAs in the City of Alhambra totaled approximately \$8.3 million⁷⁹ with a total assessed value of \$7.4 billion.⁸⁰ Based on information provided by the Los Angeles County Department of

⁷⁸ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁷⁹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

⁸⁰ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

Auditor-Controller, an estimated 11.2 percent⁸¹ of the base property tax collected in FY 2012–2013 was retained by the City of Alhambra’s General Fund.

4.3.1.2 Arcadia

The base property tax rate in the City of Arcadia is 1.00 percent of the assessed property value, and the average additional debt service is 0.11 percent⁸² of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Arcadia totaled approximately \$10.0 million⁸³ with a total assessed value of \$11.8 billion.⁸⁴ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 8.4 percent⁸⁵ of the base property tax collected was retained by the City of Arcadia’s General Fund.

4.3.1.3 Commerce

The base property tax rate in the City of Commerce is 1.00 percent of the assessed property value, and the average additional debt service is 0.15 percent⁸⁶ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Commerce totaled approximately \$1.7 million⁸⁷ with a total assessed value of \$4.5 billion.⁸⁸ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 3.8 percent⁸⁹ of the base property tax collected was retained by the City of Commerce’s General Fund.

4.3.1.4 Duarte

The base property tax rate in the City of Duarte is 1.00 percent of the assessed property value, and the average additional debt service is 0.16 percent⁹⁰ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Duarte totaled approximately \$613,000⁹¹ with a total assessed value of \$1.9 billion.⁹² Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 3.3 percent⁹³ of the base property tax collected was retained by the City of Duarte’s General Fund.

4.3.1.5 El Monte

The base property tax rate in the City of El Monte is 1.00 percent of the assessed property value, and the average additional debt service is 0.40 percent⁹⁴ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of El Monte totaled approximately \$5.1 million⁹⁵ with a total assessed value of

⁸¹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

⁸² Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁸³ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

⁸⁴ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

⁸⁵ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

⁸⁶ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁸⁷ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

⁸⁸ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

⁸⁹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

⁹⁰ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁹¹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

⁹² 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

⁹³ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

⁹⁴ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁹⁵ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

\$6.1 billion.⁹⁶ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 8.4 percent⁹⁷ of the base property tax collected was retained by the City of El Monte's General Fund.

4.3.1.6 Glendale

The base property tax rate in the City of Glendale is 1.00 percent of the assessed property value, and the average additional debt service is 0.07 percent⁹⁸ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Glendale totaled approximately \$25.7 million⁹⁹ with a total assessed value of \$24.5 billion.¹⁰⁰ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 10.5 percent¹⁰¹ of the base property tax collected was retained by the City of Glendale's General Fund.

4.3.1.7 Irwindale

The base property tax rate in the City of Irwindale is 1.00 percent of the assessed property value, and the average additional debt service is 0.13 percent¹⁰² of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Irwindale totaled approximately \$203,000¹⁰³ with a total assessed value of \$2.1 billion.¹⁰⁴ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 1.0 percent¹⁰⁵ of the base property tax collected was retained by the City of Irwindale's General Fund.

4.3.1.8 La Cañada-Flintridge

The base property tax rate in the City of La Cañada-Flintridge is 1.00 percent of the assessed property value, and the average additional debt service is 0.09 percent¹⁰⁶ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of La Cañada-Flintridge totaled approximately \$3.9 million¹⁰⁷ with a total assessed value of \$6.1 billion.¹⁰⁸ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 6.4 percent¹⁰⁹ of the base property tax collected was retained by the City of La Cañada-Flintridge's General Fund.

4.3.1.9 Los Angeles

The base property tax rate in the City of Los Angeles is 1.00 percent of the assessed property value, and the average additional debt service is 0.27 percent¹¹⁰ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Los Angeles totaled approximately \$1.0 billion¹¹¹ with a total assessed

⁹⁶ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

⁹⁷ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

⁹⁸ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

⁹⁹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁰⁰ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁰¹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁰² Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁰³ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁰⁴ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁰⁵ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁰⁶ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁰⁷ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁰⁸ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁰⁹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹¹⁰ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹¹¹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

value of \$440.5 billion.¹¹² Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 23.2 percent^{113,114} of the base property tax collected was retained by the City of Los Angeles's General Fund.

The following sections estimate the property tax collected in each neighborhood in the City of Los Angeles within the study area by calculation.

4.3.1.10 Arroyo Seco

The total assessed value of the Arroyo Seco neighborhood was \$1.9 billion.¹¹⁵ The estimated property tax collected during FY 2012–2013 was \$24.7 million, with \$5.7 million retained by the City of Los Angeles's General Fund.

4.3.1.11 Cypress Park

The total assessed value of the Cypress Park neighborhood was \$613 million.¹¹⁶ The estimated property tax collected during FY 2012–2013 was \$7.8 million, with \$1.8 million retained by the City of Los Angeles's General Fund.

4.3.1.12 Eagle Rock

The total assessed value of the Eagle Rock neighborhood was \$2.7 billion.¹¹⁷ The estimated property tax collected during FY 2012–2013 was \$33.7 million, with \$7.8 million retained by the City of Los Angeles's General Fund.

4.3.1.13 El Sereno

The total assessed value of the El Sereno neighborhood was \$2.1 billion.¹¹⁸ The estimated property tax collected during FY 2012–2013 was \$26.3 million, with \$6.1 million retained by the City of Los Angeles's General Fund.

4.3.1.14 Glassell Park

The total assessed value of the Glassell Park neighborhood was \$1.6 billion.¹¹⁹ The estimated property tax collected during FY 2012–2013 was \$20.6 million, with \$4.8 million retained by the City of Los Angeles's General Fund.

4.3.1.15 Highland Park

The total assessed value of the Highland Park neighborhood was \$2.5 billion.¹²⁰ The estimated property tax collected during FY 2012–2013 was \$31.8 million, with \$7.4 million retained by the City of Los Angeles's General Fund.

¹¹² 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹¹³ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹¹⁴ Los Angeles County Office of the Assessor, FY 2013–2014 Local Roll. Available for purchase at <http://assessor.lacounty.gov/extranet/outsidesaes/localroll.aspx>, last accessed Nov 14, 2013.

¹¹⁵ Los Angeles County Office of the Assessor, FY 2013–2014 Local Roll. Available for purchase at <http://assessor.lacounty.gov/extranet/outsidesaes/localroll.aspx>, last accessed Nov 14, 2013.

¹¹⁶ Ibid.

¹¹⁷ Ibid.

¹¹⁸ Ibid.

¹¹⁹ Ibid.

¹²⁰ Ibid.

4.3.1.16 Lincoln Heights

The total assessed value of the Lincoln Heights neighborhood was \$2.0 billion.¹²¹ The estimated property tax collected during FY 2012–2013 was \$20.8 million, with \$5.8 million retained by the City of Los Angeles’s General Fund.

4.3.1.17 Monrovia

The base property tax rate in the City of Monrovia is 1.00 percent of the assessed property value, and the average additional debt service is 0.25 percent¹²² of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Monrovia totaled approximately \$5.8 million¹²³ with a total assessed value of \$4.4 billion.¹²⁴ Based on information provided by the Los Angeles County Department of Auditor–Controller, an estimated 13.2 percent¹²⁵ of the base property tax collected was retained by the City of Monrovia’s General Fund.

4.3.1.18 Montebello

The base property tax rate in the City of Montebello is 1.00 percent of the assessed property value, and the average additional debt service is 0.35 percent¹²⁶ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Montebello totaled approximately \$3.0 million¹²⁷ with a total assessed value of \$5.0 billion.¹²⁸ Based on information provided by the Los Angeles County Department of Auditor–Controller, an estimated 6.1 percent¹²⁹ of the base property tax collected was retained by the City of Montebello’s General Fund.

4.3.1.19 Monterey Park

The base property tax rate in the City of Monterey Park is 1.00 percent of the assessed property value, and the average additional debt service is 0.23 percent¹³⁰ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Monterey Park totaled approximately \$7.2 million¹³¹ with a total assessed value of \$6.1 billion.¹³² Based on information provided by the Los Angeles County Department of Auditor–Controller, an estimated 11.9 percent¹³³ of the base property tax collected was retained by the City of Monterey Park’s General Fund.

4.3.1.20 Pasadena

The base property tax rate in the City of Pasadena is 1.00 percent of the assessed property value, and the average additional debt service is 0.14 percent¹³⁴ of the assessed property value. For FY 2012–2013, the reported tax

¹²¹ Ibid.

¹²² Department of Auditor–Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹²³ Los Angeles County Department of Auditor–Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹²⁴ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹²⁵ Los Angeles County Department of Auditor–Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹²⁶ Department of Auditor–Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹²⁷ Los Angeles County Department of Auditor–Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹²⁸ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹²⁹ Los Angeles County Department of Auditor–Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹³⁰ Department of Auditor–Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹³¹ Los Angeles County Department of Auditor–Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹³² 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹³³ Los Angeles County Department of Auditor–Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹³⁴ Department of Auditor–Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

collected for all TRAs in the City of Pasadena totaled approximately \$39.1 million¹³⁵ with a total assessed value of \$23.1 billion.¹³⁶ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 16.9 percent¹³⁷ of the base property tax collected was retained by the City of Pasadena's General Fund.

4.3.1.21 Rosemead

The base property tax rate in the City of Rosemead is 1.00 percent of the assessed property value, and the average additional debt service is 0.14 percent¹³⁸ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Rosemead totaled approximately \$2.0 million¹³⁹ with a total assessed value of \$3.7 billion.¹⁴⁰ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 5.4 percent¹⁴¹ of the base property tax collected was retained by the City of Rosemead's General Fund.

4.3.1.22 San Gabriel

The base property tax rate in the City of San Gabriel is 1.00 percent of the assessed property value, and the average additional debt service is 0.30 percent¹⁴² of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of San Gabriel totaled approximately \$4.0 million¹⁴³ with a total assessed value of \$4.1 billion.¹⁴⁴ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 9.7 percent¹⁴⁵ of the base property tax collected was retained by the City of San Gabriel's General Fund.

4.3.1.23 San Marino

The base property tax rate in the City of San Marino is 1.00 percent of the assessed property value, and the average additional debt service is 0.10 percent¹⁴⁶ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of San Marino totaled approximately \$10.9 million¹⁴⁷ with a total assessed value of \$4.9 billion.¹⁴⁸ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.1 percent¹⁴⁹ of the base property tax collected was retained by the City of San Marino's General Fund.

¹³⁵ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹³⁶ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹³⁷ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹³⁸ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹³⁹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁴⁰ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁴¹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁴² Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁴³ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁴⁴ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁴⁵ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁴⁶ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁴⁷ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁴⁸ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁴⁹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

4.3.1.24 Sierra Madre

The base property tax rate in the City of Sierra Madre is 1.00 percent of the assessed property value, and the average additional debt service is 0.15 percent¹⁵⁰ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Sierra Madre totaled approximately \$3.4 million¹⁵¹ with a total assessed value of \$1.8 billion.¹⁵² Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 18.9 percent¹⁵³ of the base property tax collected was retained by the City of Sierra Madre's General Fund.

4.3.1.25 South El Monte

The base property tax rate in the City of South El Monte is 1.00 percent of the assessed property value, and the average additional debt service is 0.12 percent¹⁵⁴ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of South El Monte totaled approximately \$768,000¹⁵⁵ with a total assessed value of \$1.8 billion.¹⁵⁶ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 4.2 percent¹⁵⁷ of the base property tax collected was retained by the City of South El Monte's General Fund

4.3.1.26 South Pasadena

The base property tax rate in the City of South Pasadena is 1.00 percent of the assessed property value, and the average additional debt service is 0.13 percent¹⁵⁸ of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of South Pasadena totaled approximately \$8.3 million¹⁵⁹ with a total assessed value of \$3.7 billion.¹⁶⁰ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.5 percent¹⁶¹ of the base property tax collected was retained by the City of South Pasadena's General Fund.

4.3.1.27 Temple City

The base property tax rate in the City of Temple City is 1.00 percent of the assessed property value, and the average additional debt service is 0.07 percent¹⁶² of the assessed property value. For FY 2012–2013, the reported tax collected for all TRAs in the City of Temple City totaled approximately \$2.4 million¹⁶³ with a total assessed value of \$3.9 billion.¹⁶⁴ Based on information provided by the Los Angeles County Department of Auditor-

¹⁵⁰ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate. Available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁵¹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁵² 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁵³ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁵⁴ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁵⁵ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁵⁶ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁵⁷ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁵⁸ Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁵⁹ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁶⁰ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

¹⁶¹ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁶² Department of Auditor-Controller, Fiscal Year 2012–2013 Rates – Debt Service (Annual Reports), Typical City Rate available at http://file.lacounty.gov/auditor/portal/cms1_184081.xls, last accessed Oct 7, 2013.

¹⁶³ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012–2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013.

¹⁶⁴ 2013 Annual Report of the Assessor, Assessor of Los Angeles County, last accessed Oct 10, 2013.

Controller, an estimated 6.1 percent¹⁶⁵ of the base property tax collected was retained by the City of Temple City's General Fund.

4.3.2 Unincorporated Communities of Los Angeles County

The base property tax rate in Los Angeles County is 1.00 percent of the assessed property value, while the total property tax rate includes additional debt service. 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 allocated to unincorporated areas, 15.04 percent to incorporated cities, 40.97 percent to school districts, 7.05 percent to special districts, and 12.79 percent to redevelopment agencies.¹⁶⁶ Based on information provided by the Los Angeles County Department of Auditor-Controller, an estimated 22.8 percent¹⁶⁷·¹⁶⁸ of the base property tax collected would be retained by the County's General Fund.

The following sections, 4.3.2.1 to 4.3.2.8, estimate the property tax collected in each unincorporated community in Los Angeles County within the study area by calculation.

4.3.2.1 Altadena

For FY 2012–2013, the total assessed value of Altadena was \$4.6 billion.¹⁶⁹ The estimated base property tax collected was \$46.0 million, with \$10.5 million retained by the County's General Fund.

4.3.2.2 East Los Angeles

For FY 2012–2013, the total assessed value of East Los Angeles was \$3.8 billion.¹⁷⁰ The estimated base property tax collected was \$38.0 million, with \$8.7 million retained by the County's General Fund.

4.3.2.3 East Pasadena

For FY 2012–2013, the total assessed value of East Pasadena was \$2.8 billion.¹⁷¹ The estimated base property tax collected was \$28.0 million, with \$6.3 million retained by the County's General Fund.

4.3.2.4 East San Gabriel

For FY 2012–2013, the total assessed value of East San Gabriel was \$376 million.¹⁷² The estimated base property tax collected was \$3.8 million, with \$860,000 retained by the County's General Fund.

4.3.2.5 La Crescenta-Montrose

For FY 2012–2013, the total assessed value of La Crescenta-Montrose was \$2.4 billion.¹⁷³ The estimated base property tax collected was \$24.0 million, with \$5.4 million retained by the County's General Fund.

4.3.2.6 Mayflower Village

For FY 2012–2013, the total assessed value of Mayflower Village was \$816 million.¹⁷⁴ The estimated base property tax collected was \$8.2 million, with \$1.9 million retained by the County's General Fund.

4.3.2.7 North El Monte

¹⁶⁵ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁶⁶ Los Angeles County Auditor-Controller, Fiscal Year 2012–2013 1% Property Tax Revenue Allocation Summary. Available at http://auditor.lacounty.gov/wps/portal/ac!/ut/p/b0/04_Sj9CPykyssy0xPLMnMz0vMAfGizOJdDQwM3P3dgo3cHYOdDTx9nAPMLQ2NDC2cTfULsh0VAYyI1IA!/?1dmy&page=dept.lac.ac.home.propertytax.summaries.detail.hidden&urile=wcm%3Apath%3A/auditor-controller+content/auditor-controller+site/home/prop+tax/reports-sum/fy1213+prop+tax, last accessed Nov 14, 2013.

¹⁶⁷ Los Angeles County Department of Auditor-Controller Fiscal Year 2012–2013 Tax Apportionment, last accessed Sep 25, 2013.

¹⁶⁸ Los Angeles County Office of the Assessor, FY 2013–2014 Local Roll. Available for purchase at <http://assessor.lacounty.gov/extranet/outsidereports/localroll.aspx>, last accessed Nov 14, 2013.

¹⁶⁹ Los Angeles County Office of the Assessor, FY 2013–2014 Local Roll. Available for purchase at <http://assessor.lacounty.gov/extranet/outsidereports/localroll.aspx>, last accessed Nov 14, 2013.

¹⁷⁰ Ibid.

¹⁷¹ Ibid.

¹⁷² Ibid.

¹⁷³ Ibid.

¹⁷⁴ Ibid.

For FY 2012–2013, the total assessed value of North El Monte was \$324 million.¹⁷⁵ The estimated base property tax collected was \$3.2 million, with \$740,000 retained by the County’s General Fund.

4.3.2.8 San Pasqual

For FY 2012–2013, the total assessed value of San Pasqual was \$326 million.¹⁷⁶ The estimated base property tax collected was \$3.3 million, with \$744,000 retained by the County’s General Fund.

¹⁷⁵ Ibid.

¹⁷⁶ Ibid.

4.4 Retail Sales Tax Base

4.4.1 Cities

4.4.1.1 Alhambra

Effective April 1, 2013, the sales tax rate in the City of Alhambra is 9.00 percent, 0.75 percent of which is allocated to the City of Alhambra for public services.¹⁷⁷ The City of Alhambra's 1,616 permitted sales tax-producing businesses¹⁷⁸ generated approximately \$1.1 billion in taxable sales in 2011.¹⁷⁹ 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%). Table 4.7 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 by the State Board of Equalization.

TABLE 4.7:
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
Bldg. Matrl. and Garden Equip.	18	#	#
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
<i>Total Retail and Food Services</i>	<i>1,077</i>	<i>\$980,850</i>	<i>\$910,724</i>
<i>All Other Outlets</i>	<i>539</i>	<i>\$110,642</i>	<i>\$205,273</i>
Total All Outlets	1,616	\$1,091,492	\$675,428

Note: # 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.

Source: California State Board of Equalization

¹⁷⁷ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁷⁸ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁷⁹ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.2 Arcadia

Effective April 1, 2013, the sales tax rate in the City of Arcadia is 9.00 percent, 0.75 percent of which is allocated to the City of Arcadia for public services.¹⁸⁰ The City of Arcadia's 1,886 permitted sales tax-producing businesses¹⁸¹ generated approximately \$813.0 million in taxable sales in 2011.¹⁸² The City of Arcadia's average total taxable sales revenue per permit in 2011 was \$431,080, approximately \$3,233 of which would be distributed to the General Fund (0.75%). Table 4.8 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 Arcadia in 2011, as reported by the State Board of Equalization.

TABLE 4.8:

Taxable Sales in the City of Arcadia, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	32	#	#
Home Furnishings and Appliances	98	\$11,716	\$119,548
Bldg. Matrl. and Garden Equip.	22	\$6,615	\$300,676
Food and Beverage Stores	49	\$37,067	\$756,464
Gasoline Stations	13	\$87,791	\$6,753,176
Clothing and Accessories Stores	178	\$198,276	\$1,113,911
General Merchandise Stores	48	\$83,503	\$1,739,638
Food Services and Drinking Places	194	\$133,509	\$688,191
Other Retail Group	631	\$166,419	\$263,739
<i>Total Retail and Food Services</i>	<i>1,265</i>	<i>\$724,895</i>	<i>\$573,040</i>
<i>All Other Outlets</i>	<i>621</i>	<i>\$88,121</i>	<i>\$141,902</i>
Total All Outlets	1,886	\$813,016	\$431,080

Note: # 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.

Source: California State Board of Equalization

¹⁸⁰ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸¹ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸² California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.3 Commerce

Effective April 1, 2013, the sales tax rate in the City of Commerce is 9.00 percent, 0.75 percent of which is allocated to the City of Commerce for public services.¹⁸³ In addition, the City of Commerce imposes a 0.50 percent Transactions and Use Tax, which has been effective since April 1, 2013. The City of Commerce's 1,379 permitted sales tax-producing businesses¹⁸⁴ generated approximately \$1.4 billion in taxable sales in 2011.¹⁸⁵ The City of Commerce's average total taxable sales revenue per permit in 2011 was \$1,030,147, approximately \$7,726 of which would be distributed to the General Fund (0.75%). Table 4.9 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 Commerce in 2011, as reported by the State Board of Equalization.

TABLE 4.9:

Taxable Sales in the City of Commerce, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	25	\$25,455	\$1,018,205
Home Furnishings and Appliances	42	\$12,270	\$292,135
Bldg. Matrl. and Garden Equip.	25	\$63,237	\$2,529,467
Food and Beverage Stores	26	\$9,526	\$366,383
Gasoline Stations	14	\$109,215	\$7,801,058
Clothing and Accessories Stores	138	\$226,652	\$1,642,404
General Merchandise Stores	16	\$126,075	\$7,879,704
Food Services and Drinking Places	84	\$51,522	\$613,358
Other Retail Group	145	\$31,424	\$216,717
<i>Total Retail and Food Services</i>	<i>515</i>	<i>\$655,375</i>	<i>\$1,272,574</i>
<i>All Other Outlets</i>	<i>864</i>	<i>\$765,197</i>	<i>\$885,645</i>
Total All Outlets	1,379	1,420,573	\$1,030,147

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

¹⁸³ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸⁴ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸⁵ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.4 Duarte

Effective April 1, 2013, the sales tax rate in the City of Duarte is 9.00 percent, 0.75 percent of which is allocated to the City of Duarte for public services.¹⁸⁶ The City of Duarte's 464 permitted sales tax-producing businesses¹⁸⁷ generated approximately \$393.4 million in taxable sales in 2011.¹⁸⁸ The City of Duarte's average total taxable sales revenue per permit in 2011 was \$847,782, approximately \$6,358 of which would be distributed to the General Fund (0.75%). Table 4.10 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 Duarte in 2011, as reported by the State Board of Equalization.

TABLE 4.10:

Taxable Sales in the City of Duarte, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	23	\$154,954	\$6,737,128
Home Furnishings and Appliances	18	#	#
Bldg. Matrl. and Garden Equip.	9	\$4,420	\$491,090
Food and Beverage Stores	17	\$9,181	\$540,071
Gasoline Stations	3	#	#
Clothing and Accessories Stores	30	\$741	\$24,701
General Merchandise Stores	13	\$94,729	\$7,286,875
Food Services and Drinking Places	65	\$30,632	\$471,256
Other Retail Group	135	\$64,358	\$476,729
<i>Total Retail and Food Services</i>	<i>313</i>	<i>\$359,015</i>	<i>\$1,147,014</i>
<i>All Other Outlets</i>	<i>151</i>	<i>\$34,356</i>	<i>\$227,520</i>
Total All Outlets	464	\$393,371	\$847,782

Note: # 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.

Source: California State Board of Equalization

¹⁸⁶ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸⁷ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁸⁸ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.5 El Monte

Effective April 1, 2013, the sales tax rate in the City of El Monte is 9.00 percent, 0.75 percent of which is allocated to the City of El Monte for public services.¹⁸⁹ In addition, a 0.50% Transactions and Use Tax has been effective in the City since April 1, 2009. The City of El Monte's 2,172 permitted sales tax-producing businesses¹⁹⁰ generated approximately \$1.1 billion in taxable sales in 2011.¹⁹¹ The City of El Monte's average total taxable sales revenue per permit in 2011 was \$518,372, approximately \$3,888 of which would be distributed to the General Fund (0.75%). Table 4.11 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 El Monte in 2011, as reported by the State Board of Equalization.

TABLE 4.11:

Taxable Sales in the City of El Monte, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	175	\$530,672	\$3,032,413
Home Furnishings and Appliances	79	\$18,481	\$233,938
Bldg. Matrl. and Garden Equip.	41	\$85,277	\$2,079,916
Food and Beverage Stores	115	\$38,937	\$338,583
Gasoline Stations	20	\$107,398	\$5,369,910
Clothing and Accessories Stores	141	\$13,457	\$95,440
General Merchandise Stores	61	#	#
Food Services and Drinking Places	235	\$71,048	\$302,332
Other Retail Group	477	\$108,148	\$226,725
<i>Total Retail and Food Services</i>	<i>1,344</i>	<i>\$973,418</i>	<i>\$724,270</i>
<i>All Other Outlets</i>	<i>828</i>	<i>\$152,485</i>	<i>\$184,160</i>
Total All Outlets	2,172	\$1,125,903	\$518,372

Note: # 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.

Source: California State Board of Equalization

¹⁸⁹ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹⁰ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹¹ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.6 Glendale

Effective April 1, 2013, the sales tax rate in the City of Glendale is 9.00 percent, 0.75 percent of which is allocated to the City of Glendale for public services.¹⁹² The City of Glendale's 5,472 permitted sales tax-producing businesses¹⁹³ generated approximately \$2.5 billion in taxable sales in 2011.¹⁹⁴ The City of Glendale's average total taxable sales revenue per permit in 2011 was \$461,667, approximately \$3,463 of which would be distributed to the General Fund (0.75%). Table 4.12 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 Glendale in 2011, as reported by the State Board of Equalization.

TABLE 4.12:

Taxable Sales in the City of Glendale, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	195	\$520,119	\$2,667,276
Home Furnishings and Appliances	287	\$67,427	\$234,938
Bldg. Matrl. and Garden Equip.	68	\$92,545	\$1,360,957
Food and Beverage Stores	203	\$128,045	\$630,764
Gasoline Stations	35	\$205,686	\$5,876,734
Clothing and Accessories Stores	491	\$358,157	\$729,444
General Merchandise Stores	98	\$204,002	\$2,081,649
Food Services and Drinking Places	537	\$283,735	\$528,371
Other Retail Group	1,759	\$196,920	\$111,950
<i>Total Retail and Food Services</i>	<i>3,673</i>	<i>\$2,056,636</i>	<i>\$559,933</i>
<i>All Other Outlets</i>	<i>1,799</i>	<i>\$469,606</i>	<i>\$261,037</i>
Total All Outlets	5,472	\$2,526,242	\$461,667

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

¹⁹² California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹³ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹⁴ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.7 Irwindale

Effective April 1, 2013, the sales tax rate in the City of Irwindale is 9.00 percent, 0.75 percent of which is allocated to the City of Irwindale for public services.¹⁹⁵ The City of Irwindale's 619 permitted sales tax-producing businesses¹⁹⁶ generated approximately \$325.2 million in taxable sales in 2011.¹⁹⁷ 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%). Table 4.13 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 by the State Board of Equalization.

TABLE 4.13:

Taxable Sales in the City of Irwindale (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
Total All Outlets	619	\$325,195	\$525,355

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

¹⁹⁵ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹⁶ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹⁷ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.8 La Cañada-Flintridge

Effective April 1, 2013, the sales tax rate in the City of La Cañada-Flintridge is 9.00 percent, 0.75 percent of which is allocated to the City of La Cañada-Flintridge for public services.¹⁹⁸ The City of La Cañada-Flintridge's 530 permitted sales tax-producing businesses¹⁹⁹ generated approximately \$201.1 million in taxable sales in 2011.²⁰⁰ The City of La Cañada-Flintridge's average total taxable sales revenue per permit in 2011 was \$379,374, approximately \$2,845 of which would be distributed to the General Fund (0.75%). Table 4.14 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 La Cañada-Flintridge in 2011, as reported by the State Board of Equalization.

TABLE 4.14:

Taxable Sales in the City of La Cañada-Flintridge (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	346	\$180,501	\$521,678
All Other Outlets	184	\$20,568	\$111,780
Total All Outlets	530	\$201,068	\$379,374

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

¹⁹⁸ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

¹⁹⁹ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰⁰ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.9 Los Angeles

Effective April 1, 2013, the sales tax rate in the City of Los Angeles is 9.00 percent, 0.75 percent of which is allocated to the City of Los Angeles for public services.²⁰¹ This policy applies to all study area neighborhoods located within the City of Los Angeles: Arroyo Seco, Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, and Lincoln Heights.

The City of Los Angeles's 100,336 permitted sales tax-producing businesses²⁰² generated approximately \$37.9 billion in taxable sales in 2011.²⁰³ The City of Los Angeles's average total taxable sales revenue per permit in 2011 was \$377,309, approximately \$2,830 of which would be distributed to the General Fund (0.75%). Table 4.15 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 by the State Board of Equalization.

TABLE 4.15:

Taxable Sales in the City of Los Angeles, by Business Type (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
Bldg. Matrl. and Garden Equip.	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
<i>Total Retail and Food Services</i>	<i>65,485</i>	<i>\$28,846,283</i>	<i>\$440,502</i>
<i>All Other Outlets</i>	<i>34,851</i>	<i>\$9,011,361</i>	<i>\$258,568</i>
Total All Outlets	100,336	\$37,857,643	\$377,309

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

Estimates for taxable sales and associated sales tax cannot be provided for the neighborhoods of Arroyo Seco, Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, and Lincoln Heights given available public data sources.

²⁰¹ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰² 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰³ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.10 Monrovia

Effective April 1, 2013, the sales tax rate in the City of Monrovia is 9.00 percent, 0.75 percent of which is allocated to the City of Monrovia for public services.²⁰⁴ The City of Monrovia's 1,341 permitted sales tax-producing businesses²⁰⁵ generated approximately \$740 million in taxable sales in 2011.²⁰⁶ The City of Monrovia's average total taxable sales revenue per permit in 2011 was \$551,839, approximately \$4,139 of which would be distributed to the General Fund (0.75%). Table 4.16 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 Monrovia in 2011, as reported by the State Board of Equalization.

TABLE 4.16:

Taxable Sales in the City of Monrovia, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	44	\$191,262	\$4,346,858
Home Furnishings and Appliances	56	\$50,525	\$902,227
Bldg. Matrl. and Garden Equip.	18	#	#
Food and Beverage Stores	30	\$29,530	\$984,339
Gasoline Stations	7	\$49,577	\$7,082,492
Clothing and Accessories Stores	91	\$27,844	\$305,982
General Merchandise Stores	31	\$20,963	\$676,231
Food Services and Drinking Places	115	\$71,176	\$618,919
Other Retail Group	490	\$132,727	\$270,872
<i>Total Retail and Food Services</i>	<i>882</i>	<i>\$573,604</i>	<i>\$650,345</i>
<i>All Other Outlets</i>	<i>459</i>	<i>\$166,411</i>	<i>\$362,551</i>
Total All Outlets	1,341	\$740,015	\$551,839

Note: # 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.

Source: California State Board of Equalization

²⁰⁴ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰⁵ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰⁶ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.11 Montebello

Effective April 1, 2013, the sales tax rate in the City of Montebello is 9.00 percent, 0.75 percent of which is allocated to the City of Montebello for public services.²⁰⁷ The City of Montebello's 1,425 permitted sales tax-producing businesses²⁰⁸ generated approximately \$956.0 million in taxable sales in 2011.²⁰⁹ The City of Montebello's average total taxable sales revenue per permit in 2011 was \$670,787, approximately \$5,031 of which would be distributed to the General Fund (0.75%). Table 4.17 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 Montebello in 2011, as reported by the State Board of Equalization.

TABLE 4.17:

Taxable Sales in the City of Montebello, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	57	\$81,184	\$1,424,281
Home Furnishings and Appliances	47	\$39,381	\$837,894
Bldg. Matrl. and Garden Equip.	15	\$60,677	\$4,045,133
Food and Beverage Stores	58	\$30,651	\$528,466
Gasoline Stations	19	\$111,990	\$5,894,211
Clothing and Accessories Stores	120	\$105,225	\$876,875
General Merchandise Stores	44	\$127,322	\$2,893,682
Food Services and Drinking Places	171	\$89,584	\$523,883
Other Retail Group	379	\$59,215	\$156,240
<i>Total Retail and Food Services</i>	<i>910</i>	<i>\$705,229</i>	<i>\$774,977</i>
<i>All Other Outlets</i>	<i>515</i>	<i>\$205,642</i>	<i>\$399,305</i>
Total All Outlets	1,425	\$955,871	\$670,787

Note: Sales provided in "other retail group." Retail total may not add to total due to rounding.

Source: California State Board of Equalization

²⁰⁷ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰⁸ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²⁰⁹ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.12 Monterey Park

Effective April 1, 2013, the sales tax rate in the City of Monterey Park is 9.00 percent, 0.75 percent of which is allocated to the City of Monterey Park for public services.²¹⁰ The City of Monterey Park's 1,304 permitted sales tax-producing businesses²¹¹ generated approximately \$395.5 million in taxable sales in 2011.²¹² 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%). Table 4.18 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 by the State Board of Equalization.

TABLE 4.18:

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	#	#
Home Furnishings and Appliances	46	\$5,674	\$123,351
Bldg. Matrl. and Garden Equip.	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
<i>Total Retail and Food Services</i>	<i>894</i>	<i>\$310,622</i>	<i>\$347,452</i>
<i>All Other Outlets</i>	<i>410</i>	<i>\$84,850</i>	<i>\$206,950</i>
Total All Outlets	1,304	\$395,472	\$303,276

Note: # 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.

Source: California State Board of Equalization

²¹⁰ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹¹ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹² California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.13 Pasadena

Effective April 1, 2013, the sales tax rate in the City of Pasadena is 9.00 percent, 0.75 percent of which is allocated to the City of Pasadena for public services.²¹³ The City of Pasadena's 6,046 permitted sales tax-producing businesses²¹⁴ generated approximately \$2.7 billion in taxable sales in 2011.²¹⁵ 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%). Table 4.19 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 Pasadena in 2011, as reported by the State Board of Equalization.

TABLE 4.19:

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
Bldg. Matrl. and Garden Equip.	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
<i>Total Retail and Food Services</i>	<i>4,528</i>	<i>\$2,240,968</i>	<i>\$494,913</i>
<i>All Other Outlets</i>	<i>1,518</i>	<i>\$483,210</i>	<i>\$318,320</i>
Total All Outlets	6,046	\$2,724,178	\$450,575

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

²¹³ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹⁴ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹⁵ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.14 Rosemead

Effective April 1, 2013, the sales tax rate in the City of Rosemead is 9.00 percent, 0.75 percent of which is allocated to the City of Rosemead for public services.²¹⁶ The City of Rosemead's 954 permitted sales tax-producing businesses²¹⁷ generated approximately \$356.7 million in taxable sales in 2011.²¹⁸ 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%). Table 4.20 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 by the State Board of Equalization.

TABLE 4.20:

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
Bldg. Matrl. and Garden Equip.	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
<i>Total Retail and Food Services</i>	<i>651</i>	<i>\$324,335</i>	<i>\$498,211</i>
<i>All Other Outlets</i>	<i>303</i>	<i>\$32,350</i>	<i>\$106,767</i>
Total All Outlets	954	\$356,686	\$373,885

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

²¹⁶ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹⁷ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²¹⁸ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.15 San Gabriel

Effective April 1, 2013, the sales tax rate in the City of San Gabriel is 9.00 percent, 0.75 percent of which is allocated to the City of San Gabriel for public services.²¹⁹ The City of San Gabriel's 1,331 permitted sales tax-producing businesses²²⁰ generated approximately \$323.8 million in taxable sales in 2011.²²¹ 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%). Table 4.21 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 by the State Board of Equalization.

TABLE 4.21:

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	#	#
Home Furnishings and Appliances	76	\$14,006	\$184,295
Bldg. Matrl. and Garden Equip.	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
<i>Total Retail and Food Services</i>	<i>937</i>	<i>\$273,690</i>	<i>\$292,092</i>
<i>All Other Outlets</i>	<i>394</i>	<i>\$50,120</i>	<i>\$127,207</i>
Total All Outlets	1,331	\$323,810	\$243,283

Note: # 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.

Source: California State Board of Equalization

²¹⁹ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²⁰ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²¹ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.16 San Marino

Effective April 1, 2013, the sales tax rate in the City of San Marino is 9.00 percent, 0.75 percent of which is allocated to the City of San Marino for public services.²²² The City of San Marino's 334 permitted sales tax-producing businesses²²³ generated approximately \$34.1 million in taxable sales in 2011.²²⁴ 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%). Table 4.22 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 by the State Board of Equalization.

TABLE 4.22:

Taxable Sales in the City of San Marino (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
Total All Outlets	334	\$34,112	\$102,130

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

²²² California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²³ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²⁴ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.17 Sierra Madre

Effective April 1, 2013, the sales tax rate in the City of Sierra Madre is 9.00 percent, 6.5 percent of which is allocated to the State, 0.75 percent is allocated to the City of Sierra Madre for public services, 1.25 percent is allocated to the County transportation fund, and 0.5 percent is used to fund transportation improvements in the County (Metro Measure R).²²⁵

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 City of Sierra Madre's 330 permitted sales tax-producing businesses²²⁶ generated approximately \$23.6 million in taxable sales in 2011.²²⁷ The City of Sierra Madre's average total taxable sales revenue per permit in 2011 was \$71,625, approximately \$537 of which would be distributed to the General Fund (0.75%). Table 4.23 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 Sierra Madre in 2011, as reported by the State Board of Equalization.

TABLE 4.23:

Taxable Sales in the City of Sierra Madre (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	239	\$20,039	\$83,844
All Other Outlets	91	\$3,597	\$39,532
Total All Outlets	330	\$23,636	\$71,625

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

²²⁵ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²⁶ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²⁷ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.18 South El Monte

Effective April 1, 2013, the sales tax rate in the City of South El Monte is 9.00 percent, 0.75 percent of which is allocated to the City of South El Monte for public services.²²⁸ Additionally, the City of South El Monte imposes a Vital City Services Protection Tax of 0.50 percent. The City of South El Monte's 2,083 permitted sales tax-producing businesses²²⁹ generated approximately \$353.0 million²³⁰ in taxable sales in 2011.²³¹ The City of South El Monte's average total taxable sales revenue per permit in 2011 was \$169,447, approximately \$1,271 of which would be distributed to the General Fund (0.75%). Table 4.24 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 El Monte in 2011, as reported by the State Board of Equalization.

TABLE 4.24:

Taxable Sales in the City of South El Monte, by Type of Business (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Motor Vehicle and Parts Dealers	101	\$21,949	\$217,315
Home Furnishings and Appliances	80	\$13,731	\$171,637
Bldg. Matrl. and Garden Equip.	51	\$26,683	\$523,205
Food and Beverage Stores	35	\$14,364	\$410,392
Gasoline Stations	9	\$103,953	\$11,550,305
Clothing and Accessories Stores	145	#	#
General Merchandise Stores	54	\$1,424	\$26,378
Food Services and Drinking Places	69	\$23,266	\$337,186
Other Retail Group	684	\$18,584	\$27,169
<i>Total Retail and Food Services</i>	<i>1,228</i>	<i>\$223,954</i>	<i>\$182,373</i>
<i>All Other Outlets</i>	<i>855</i>	<i>\$129,005</i>	<i>\$150,883</i>
Total All Outlets	2,083	\$352,958	\$169,447

Note: # 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.

Source: California State Board of Equalization

²²⁸ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²²⁹ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²³⁰ Los Angeles County Department of Auditor-Controller, Fiscal Year 2012-2013 Tax Apportionment, AF 91 Apportionment Ratios for AB8. Retrieved from http://file.lacounty.gov/auditor/portal/cms1_188034.zip, last accessed Nov 20, 2013

²³¹ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.19 South Pasadena

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.²³² The City of South Pasadena’s 660 permitted sales tax-producing businesses²³³ generated approximately \$155.6 million in taxable sales in 2011.²³⁴ 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%). Table 4.25 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 by the State Board of Equalization.

TABLE 4.25:
Taxable Sales in the City of South Pasadena (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
Total All Outlets	660	\$155,594	\$235,748

Note: Retail total may not add to total due to rounding.
Source: California State Board of Equalization

²³² California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²³³ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²³⁴ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

4.4.1.20 Temple City

Effective April 1, 2013, the sales tax rate in the City of Temple City is 9.00 percent, 0.75 percent of which is allocated to the City of Temple City for public services.²³⁵ The City of Temple City's 714 permitted sales tax-producing businesses²³⁶ generated approximately \$148.5 million in taxable sales in 2011.²³⁷ The City of Temple City's average total taxable sales revenue per permit in 2011 was \$207,991, approximately \$1,560 of which would be distributed to the General Fund (0.75%). Table 4.26 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 Temple City in 2011, as reported by the State Board of Equalization.

TABLE 4.26:

Taxable Sales in the City of Temple City (2011)

Category	Permits	Taxable Sales (000s)	Average Taxable Sales/Permit
Total Retail and Food Services	473	\$131,927	\$278,915
All Other Outlets	241	\$16,578	\$68,790
Total All Outlets	714	\$148,505	\$207,991

Note: Retail total may not add to total due to rounding.

Source: California State Board of Equalization

4.4.2 Unincorporated Communities

Estimates for taxable sales and associated sales tax cannot be provided for Altadena, East Los Angeles, La Crescenta-Montrose, East Pasadena, East San Gabriel, Mayflower Village, North El Monte, and San Pasqual given available public data sources.

²³⁵ California State Board of Equalization, Detailed Description of the Sales & Use Tax Rate. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²³⁶ 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 non-taxable commodities. Available at <http://www.boe.ca.gov/news/sp111500att.htm>, last accessed Apr 8, 2013.

²³⁷ California State Board of Equalization, Taxable Sales in California (Sales & Use Tax), 2011. Available at http://www.boe.ca.gov/news/pdf/ts_a11.pdf, last accessed Apr 8, 2013.

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5.0 Impacts

5.1 Overview

5.1.1 Capital and Operating Expenditures

The one-time capital expenditures are estimated to be \$105 million for construction of the TSM/TDM Alternative, \$241 million for construction of the BRT Alternative, \$2.42 billion for construction of the LRT Alternative, \$5.65 billion for construction of the Freeway Tunnel Alternative Dual-Bore design variation, and \$3.15 billion for construction of the Freeway Tunnel Alternative Single-Bore design variation (all estimates in 2013 dollars). These cost figures are the gross capital expenditures for the alternatives relative to the No Build Alternative.

The ongoing operating expenditures are estimated to be \$15 million for the TSM/TDM Alternative, \$28 million for the BRT Alternative, \$65 million for the LRT Alternative, \$59 million for construction of the Freeway Tunnel Alternative Dual-Bore design variation, and \$41 million for construction of the Freeway Tunnel Alternative Single-Bore design variation (all estimates in 2013 dollars). The Freeway Tunnel Dual Bore has an option with trucks and without tolls that would have operation and maintenance costs of approximately \$48 million per year (\$2013). The Freeway Tunnel Single Bore has an option with trucks, tolls, and an express bus that would have operation and maintenance costs of approximately \$46 million per year (\$2013). These cost figures are the gross operating expenditures for the alternatives relative to the No Build Alternative.

These costs and operation costs are preliminary based on the current stage of planning and should be considered order-of-magnitude estimates for each alternative. Other costs associated with the purchase of vehicles or other non-construction or ROW acquisitions are not included in the total cost estimates at this time. Table 5.1 provides a breakdown of the estimated capital expenditures and operating costs associated with each of the SR 710 North Study Build Alternatives.

TABLE 5.1:
Capital and Operational Costs by Project Alternative (\$2013)

Expenditure (Rounded)	No Build	TSM/TDM	BRT	LRT	Freeway Tunnel Dual Bore	Freeway Tunnel Single Bore
General Construction (one-time)	\$-	\$105M	\$241M	\$2,420M	\$5,650M	\$3,150M
Operations (annual)	\$-	\$15M	\$28M	\$65M	\$59M	\$41M

Note: Totals may not add due to rounding. BRT, LRT, and Freeway Alternatives include TSM/TDM. Freeway Alternative operation costs reported above are for the scenarios with and without trucks and with tolls. The Freeway Tunnel Dual Bore has an option with trucks and without tolls that would have operation and maintenance costs of approximately \$48 million. The Freeway Tunnel Single Bore has an option with trucks and tolls and an express bus that would have operation and maintenance costs of approximately \$46 million.

Source: CH2M Hill

The economic impacts of these capital cost expenditures will vary by activity and depend on the amount of locally produced goods and services embodied in the purchase. Construction goods and services will be purchased in the local economy. Although every building material required for the project is not produced locally, the RIMS II multipliers reflect the supplier linkages for the industry and thus account for leakage from the Los Angeles County economy.

Other purchases likely to be associated with individual SR 710 North Study Build Alternatives, such as vehicles (although not included in current cost estimates), will not be acquired from the local economy. The regional economy does not produce transit vehicles and so no local labor is used to produce the vehicles. As such, no local impact generated by their purchase is realized. Although some local assembly could be required upon delivery of the vehicles and it is possible that a component of the vehicle might be made from a supplier with Los Angeles

County, these possibilities represent a negligible share of the vehicles' cost and should be excluded from the analysis even though those costs have yet to be estimated.

The ROW expenditures shown above are the estimated acquisition costs of real property only. The transaction costs associated with these expenditures would typically be included in the project's soft costs, which have not been estimated at this time. As there is no labor associated with the ROW expenditures, there is no economic impact to the pure land costs.

To isolate the potential economic effects of SR 710 North Study Build Alternatives on the local economy, it is necessary to distinguish those resources that are new to the economy, and that would not be invested in Los Angeles County but for the SR 710 North Study Build Alternatives, from those that would still be spent in the region with similar economic effects (for example, funds that would be allocated to other transportation construction projects in the region).

The majority of the project will be funded with Measure R funds, which are collected via sales tax for the purpose of making transportation investments in Los Angeles County. Thus, the funds originate within Los Angeles County and will be spent on a transportation project of some type within the County—if not one of the SR 710 North Study Build Alternatives then another project with similar job impacts. As a consequence, the project impacts described in the section below for each of the alternatives are not net gains to the region, but rather jobs supported by the Measure R funds. The unfunded portion of the project cost is currently unknown. This component of the SR 710 North Study project funding would be new to the region and represent a net gain in economic activity.

5.1.2 Parking Impacts

The number of parking spaces that would either be permanently lost during weekday AM and PM peak periods, permanently lost during construction, or permanently lost during all hours of the day were identified in the SR 710 North Parking Analysis. These permanent and temporary parking space losses were subtracted from the parking supply to determine the remaining spaces available during AM and PM peak periods and during all non-peak period hours.

A determination of whether the remaining parking spaces could accommodate the existing parking demand at the study locations was made by subtracting the occupancy of supply and the total parking losses from the total parking supply. Available adjacent parking supply was identified in the event the remaining spaces were not enough to accommodate the demand/occupancy. For parking to be provided by the project (i.e., proposed LRT station parking structures), the parking demand was forecast using the year 2035 park and ride model projections. The parking supply at these structures was based on station conceptual plans. In all alternatives, the analysis found that there would be no permanent loss of parking. Consequently, beyond the construction period, we do not anticipate that parking eliminated from the alternatives will adversely impact businesses and create long term economic impacts.

5.1.3 Access to Business Impacts

Construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. Sidewalk space might be used temporarily for the construction period, thereby reducing business access. Business impacts could include reduced visibility of commercial signs and access to businesses. The construction impacts over the construction period would be limited and generally would be short in duration. However, construction impacts could in turn produce minor economic impacts to commercial establishments. These impacts are often mitigated and have not been quantified in this analysis.

5.1.4 Community Outreach

The engineering and environmental studies for the SR 710 North Study include an extensive ongoing community outreach program and a series of community outreach meetings have been held regarding the project since 2011. A summary of outreach efforts is included in Chapter 3 of the Community Impact Assessment. The meetings included members of the general public and other interested parties, elected or appointed officials from jurisdictions within the study area, and community stakeholders.

In additions to the meetings and public information/comment opportunities described above, Metro uses Facebook, Twitter, and an SR 710 North Study website 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. These efforts allowed for considerable input from the affected communities and stakeholders.

5.2 No Build Alternative

5.2.1 Employment Impacts

No property acquisitions are associated with the No Build Alternative; therefore, no potential employment changes would occur.

5.2.2 Tax Base Impacts

No property acquisitions are associated with the No Build Alternative; therefore, no tax base changes would occur.

5.2.3 Economic Impacts

No construction expenditures are associated with the No Build Alternative; therefore, no construction impacts would occur.

5.2.4 Cumulative Impacts

As no construction, nor tax base changes would occur, no adverse impacts are associated with the No Build Alternative. Although the No Build Alternative in this analysis does not include improvements that would result in impacts, it should be noted that there are other projects and planned improvements that are contained in the Federal Transportation Improvement Program (FTIP). The impacts of the FTIP are not evaluated herein.

5.3 TSM/TDM Alternative

5.3.1 Employment Impacts

As a result of the TSM/TDM Alternative, it is estimated that six jobs would require relocation in the El Sereno neighborhood within the City of Los Angeles.²³⁸ If these jobs were relocated outside the City of Los Angeles, it would represent a loss of less than 0.01 percent of the City's 2011 primary jobs.

5.3.2 Tax Base Impacts

5.3.2.1 Property Tax Impacts

The Office of the Los Angeles County Tax Collector provides property tax information for each parcel that may be potentially acquired. The property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each city, based on the current assessed value, before it is distributed to the affected city. In this analysis, the relative value of property tax lost is estimated as a ratio of property tax collected and distributed to each affected city's General Fund. All estimates are based on the current assessed value (land or land plus improvements) and may not reflect the market value of the impacted properties.

The impacted areas include the Cities of Alhambra, Pasadena, Rosemead, San Gabriel, and South Pasadena. In all instances, the estimated loss of property tax that would cease to flow to each respective jurisdiction's General Fund was less than 0.01 percent of total property taxes in FY 2012–2013.

5.3.2.2 Sales Tax Impacts

When businesses cease to operate, local jurisdictions and Los Angeles County lose sales tax revenue. This analysis provides an estimated loss of the annual sales tax revenues to the City of Los Angeles, the only jurisdiction with a business producing taxable sales that may potentially be relocated under the TSM/TDM Alternative. One of the acquisitions associated with the TSM/TDM Alternative could potentially cause one business to be relocated. In the event that this business is relocated within the City of Los Angeles' boundary, there would be no net loss of

²³⁸ *Draft Relocation Impact Report* (October 2014).

sales tax revenues to the City. However, relocation outside the City of Los Angeles would result in a net loss of sales tax revenues to the City. Due to privacy laws, the California State Board of Equalization does not disclose sales tax revenues generated by individual business. As a result, the taxable sales for the business impacted by the TSM/TDM Alternative could not be obtained. For this analysis, the potential loss in sales tax revenue was used from sales data from the *Taxable Sales in California (Sales and Use Tax) Report 2011*.

The business requiring relocation, which is engaged in diesel engine repair, is not assumed to produce notable retail sales as it is a service industry. However, limited retail transactions could occur in association with its operations. The level of retail sales is estimated at \$258,568, assuming average taxable sales consistent with “All Other Outlets,” would represent less than 0.01 percent of taxable transactions in the City of Los Angeles.

Taxable retail sales associated with the \$76 million (\$2013) in TSM/TDM construction costs have not been estimated, but would bring in additional tax revenue during the construction period to the City of Los Angeles and greater Los Angeles County region.

TABLE 5.2:
TSM/TDM Alternative Estimated Annual Property Tax Loss

Jurisdiction	Assessed Value of Partial and Full Acquisitions	Estimated Property Tax Loss	Percent of Property Tax Loss as a Percent of General Fund Property Tax
Alhambra	\$11,712	\$13	< 0.01%
Pasadena	\$409,498	\$694	< 0.01%
Rosemead	\$3,771	\$2	< 0.01%
San Gabriel	\$59,310	\$58	< 0.01%
South Pasadena	\$103,578	\$233	< 0.01%

Source: Los Angeles County Assessor’s Office and Draft Relocation Impact Report (October 2014)

5.3.3 Economic Impacts

RIMS II multipliers are used to translate capital and annual operating expenditures into the associated job and income effects of the TSM/TDM Alternative. The RIMS II 2010 Final Demand Type II Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand.

The RIMS II Final Demand Type II Construction Final Multiplier is 0.581 for Los Angeles County. The RIMS II Final Demand Type II Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output delivered to final demand by the construction industry. The Construction Final Demand Employment Multiplier is 12.2884 for Los Angeles County.

Applying the Final Demand Multipliers for the construction industries to the amount of order-of-magnitude capital expenditures provides estimates of the earnings and employment impacts generated by the TSM/TDM Alternative. The estimate of total construction spending, as previously presented for the TSM/TDM Alternative, has been adjusted from 2013 to 2010 dollars based on the consumer price index (CPI) decrease for the Los Angeles-Riverside-Orange County Area between the first half of 2013 and first half of 2010. The order-of-magnitude cost estimate, not including ROW purchases, is estimated at \$111.4 million (\$2010). These adjustments were made to be consistent with the multipliers used in this analysis.

Using the same methodology as outlined above, the Transit and Ground Passenger Transportation RIMS II Final Demand Type II Earning and Employment Multiplier was 0.6582 and 19.0451 for Los Angeles County, respectively. The associated annual costs of operation and maintenance is estimated at \$15.9 (\$2010). One job is defined as a

job for one person of one year’s duration. As an example, a job for one person that had a duration of 3 years would be defined as three person-year jobs.

There are no long-term effects associated with the economic impacts generated by capital expenditures. Construction-related impacts last for the duration of the project’s construction cycle. It is estimated that the TSM/TDM Alternative’s construction period will be approximately 2 years. Construction expenditures for the TSM/TDM Alternative are expected to generate 1,400 person-year jobs with earnings of \$64.7 million (\$2010). Annual operation and maintenance costs for the TSM/TDM Alternative are expected to generate approximately 300 jobs with earnings of \$10.5 million (\$2010). The impacts summarized in Table 5.3 represent a net increase over the No Build Alternative.

TABLE 5.3:
TSM/TDM Alternative Economic Impacts in Los Angeles County

Impacts	TSM/TDM
Construction (One-Time)	
Total Employment (person-year jobs)	1,400
Earnings (in millions \$2010)	\$64.7
Operations (Annual)	
Total Employment (person-year jobs)	300
Earnings (in millions \$2010)	\$10.5

Source: BEA RIMS II Multipliers (Type II)

5.3.4 Cumulative Impacts

The TSM/TDM Alternative would not adversely affect the employment base or the tax base of the County or any of the cities within the study area, as discussed in sections 5.3.1 to 5.3.2. In addition, the economic impacts from construction expenditures would represent a net gain in employment and earnings to the County over a two-year period. Thus, the TSM/TDM Alternative would not have cumulative adverse effects on the County or any of the cities and neighborhoods within the study area.

5.4 BRT Alternative

5.4.1 Employment Impacts

As a result of the BRT Alternative, it is estimated that no jobs would require relocation. Additional information for each city or unincorporated community within a quarter-mile area of the BRT Alternative is provided below. These are the areas where there is the highest likelihood of business disruption during the construction period.

City of Alhambra

Within the City of Alhambra, the proposed bus rapid transit route included as part of the BRT Alternative would run north-south along Atlantic Boulevard from just south of Woodward Avenue to Hellman Avenue. Four stops would be located in the City of Alhambra. Two BRT stops, one in each direction, would be located at the corner of Main Street and Atlantic Boulevard. Another two stops, one in each direction, would be located at the corner of Atlantic Boulevard and Valley Boulevard. Based on available data, there are 428 businesses with 2,294 jobs in the City of Alhambra within a quarter-mile area of the BRT Alternative.²³⁹

City of Monterey Park

The proposed bus rapid transit route included as part of the BRT Alternative in the City of Monterey Park would extend along Atlantic Boulevard from the northern city border to the southern border. Four stations would be

²³⁹ Infogroup data retrieved from ESRI Business Analyst version 10.1, data current as of July 2012.

located in the City, one in each direction at the corner of Atlantic Boulevard and Garvey Ave, and one in each direction on the corner of Avenida Cesar Chavez and Atlantic Boulevard. Based on available data, there are 252 businesses with 1,768 jobs in the City of Monterey Park within a quarter-mile area of the BRT Alternative.²⁴⁰

City of Pasadena

The proposed bus rapid transit route included as part of the BRT Alternative in the City of Pasadena would be located along Fair Oaks Avenue and Del Mar Boulevard. The northern BRT terminus would be located in Pasadena, forming a loop around Del Mar Ave, Hill Avenue, Colorado Boulevard, and Lake Avenue. Thirteen BRT stations would be located in Pasadena. Two stations, one in each direction, would be located at the following corners: Del Mar Boulevard at Los Robles Avenue; Del Mar Boulevard at Lake Avenue; Fair Oaks Avenue at California Boulevard; Fair Oaks Avenue at Glenarm Street; and Fair Oaks Avenue at Del Mar Boulevard. One station would be on Colorado Boulevard at Lake Avenue, one would be on Colorado Boulevard at Hill Avenue, and one would be on Del Mar Boulevard at Hill Avenue. Based on available data, there are 1,973 businesses with 21,266 jobs in the City of Pasadena within a quarter-mile area of the BRT Alternative. Huntington Hospital and Wescom Credit Union are major employers in the area.²⁴¹

City of San Marino

The proposed bus rapid transit route included as part of the BRT Alternative would follow a short portion of Huntington Drive in the southwest corner of the City of San Marino. Based on available data, there are two businesses with 16 jobs in the City of San Marino within a quarter-mile area of the BRT Alternative.²⁴²

City of South Pasadena

The proposed bus rapid transit route included as part of the BRT Alternative within the City of South Pasadena would run along Fair Oaks Avenue from Columbia Street to Huntington Drive, and along Huntington Drive from Ramona Avenue to Atlantic Boulevard. There would be six stops within the City. Two stops, one in each direction, would be at the corner of Fair Oaks Avenue and Mission Street, two would be at Huntington Drive and Marengo Avenue, one would be at Huntington Drive and Garfield Avenue, and one would be at Atlantic Boulevard and Garfield Avenue. Based on available data, there are 303 businesses with 2,191 jobs in the City of South Pasadena within a quarter-mile area of the BRT Alternative.²⁴³

Community of East Los Angeles

The proposed bus rapid transit route included as part of the BRT Alternative within the unincorporated community of East Los Angeles would follow Atlantic Boulevard from Pomona Boulevard and 3rd Street to the line’s southern terminus at Whittier Boulevard. Four BRT stations would be in East Los Angeles: one stop at Atlantic Boulevard and Pomona Boulevard; one stop at Atlantic Boulevard and 3rd Street; and two stops, one in each direction, at Atlantic Boulevard and Whittier Boulevard. Based on available data, there are 272 businesses with 2,256 jobs in East Los Angeles within a quarter-mile area of the BRT Alternative.²⁴⁴

5.4.2 Tax Base Impacts

5.4.2.1 Property Tax Impacts

The Office of the Los Angeles County Tax Collector provides property tax information for each parcel that may be potentially acquired. The property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each jurisdiction, based on the current assessed value, before it is distributed to the affected city or unincorporated county area. In this analysis, the relative value of property tax lost is estimated as a ratio of property tax collected and distributed to each affected jurisdictions’ General Fund. All estimates are

²⁴⁰ Ibid.

²⁴¹ Ibid.

²⁴² Ibid.

²⁴³ Ibid.

²⁴⁴ Ibid.

based on the current assessed value (land or land plus improvements) and may not reflect the market value of the impacted properties.

The impacted areas include the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, as well as the unincorporated community of East Los Angeles. In all instances, the estimated loss of property tax that would cease to flow to each respective jurisdiction’s General Fund was less than 0.01 percent of total property taxes in FY 2012–2013.

5.4.2.2 Sales Tax Impacts

There is no anticipated impact on the taxable sales of the affected cities for the BRT Alternative because it would not result in the displacement of businesses that produce taxable sales. Taxable retail sales associated with the BRT construction costs have not been estimated, but they could generate additional sales tax revenue during the construction period to the cities of Alhambra, Monterey Park, Pasadena, South Pasadena, the unincorporated community of East Los Angeles, and the greater Los Angeles County region.

TABLE 5.4:
BRT Alternative Estimated Annual Property Tax Loss

Jurisdiction	Assessed Value of Partial and Full Acquisitions	Estimated Property Tax Loss	Percent of Property Tax Loss as a Percent of General Fund Property Tax
Alhambra	\$204,171	\$229	< 0.01%
East Los Angeles	\$69,804	\$156	< 0.01%
Monterey Park	\$249,320	\$298	< 0.01%
Pasadena	\$22,359	\$38	< 0.01%
South Pasadena	\$173,593	\$390	< 0.01%

Source: Los Angeles County Assessor’s Office and Draft Relocation Impact Report (October 2014)

5.4.3 Economic Impacts

RIMS II multipliers are used to translate capital and annual operating expenditures into the associated job and income effects of the BRT Alternative. The RIMS II 2010 Final Demand Type II Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand.

The RIMS II Final Demand Type II Construction Final Multiplier is 0.581 for Los Angeles County. The RIMS II Final Demand Type II Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output delivered to final demand by the construction industry. The Construction Final Demand Employment Multiplier is 12.2884 for Los Angeles County.

Applying the Final Demand Multipliers for the construction industries to the amount of order-of-magnitude capital expenditures provides estimates of the earnings and employment impacts generated by the BRT Alternative. The estimate of total construction spending, as previously presented for the BRT Alternative, has been adjusted from 2013 to 2010 dollars based on the consumer price index (CPI) decrease for the Los Angeles-Riverside-Orange County Area between the first half of 2013 and first half of 2010. The order-of-magnitude cost estimate, not including ROW purchases, is estimated at \$255.7 million (\$2010). These adjustments were made to be consistent with the multipliers used in this analysis.

Using the same methodology as outlined above, the Transit and Ground Passenger Transportation RIMS II Final Demand Type II Earning and Employment Multiplier was 0.6582 and 19.0451 for Los Angeles County, respectively. The associated annual costs of operation and maintenance is estimated at \$29.7 million (\$2010). One job is

defined as a job for one person of one year’s duration. As an example, a job for one person that had a duration of 3 years would be defined as three person-year jobs.

There are no long-term effects associated with the economic impacts generated by capital expenditures. Construction-related impacts last for the duration of the project’s construction cycle. It is estimated that the BRT Alternative’s construction period will be approximately 1 year. Construction expenditures for the BRT Alternative are expected to generate 3,100 person-year jobs with earnings of \$148.6 million (\$2010). Annual operation and maintenance costs for the BRT Alternative are expected to generate approximately 600 jobs with earnings of \$19.6 million (\$2010). The impacts summarized in Table 5.5 represent a net increase over the No Build Alternative.

TABLE 5.5:
BRT Alternative Economic Impacts in Los Angeles County

Impacts	BRT Alternative
Construction (One-Time)	
Total Employment (person-year jobs)	3,100
Earnings (in millions \$2010)	\$148.6
Operations (Annual)	
Total Employment (person-year jobs)	600
Earnings (in millions \$2010)	\$19.6

Source: BEA RIMS II Multipliers (Type II)

5.4.4 Cumulative Impacts

The BRT Alternative would not adversely affect the employment base or the tax base of the County or any of the cities within the study area, as discussed in sections 5.4.1 to 5.4.2. In addition, the economic impacts from construction expenditures would represent a net gain in employment and earnings to the County over a one-year period. The BRT Alternative also includes all the impacts previously discussed in the TSM/TDM Alternative. Thus, the BRT Alternative would not have cumulative adverse effects on the County or any of the cities and neighborhoods within the study area.

5.5 LRT Alternative

5.5.1 Employment Impacts

As a result of the LRT Alternative, it is estimated that 675 jobs would require relocation.²⁴⁵ It is estimated that 30 jobs in the City of Alhambra would require relocation. If these jobs were relocated outside the City of Alhambra, it would represent a loss of 0.13 percent of the City’s 2011 primary jobs. It is estimated that 155 jobs in the unincorporated community of East Los Angeles would require relocation. If these jobs were relocated outside the community, it would represent a loss of 0.78 percent of the community’s 2011 primary jobs. It is estimated that 30 jobs in the City of Los Angeles would require relocation. If these jobs were relocated outside the City of Los Angeles, it would represent a loss of less than 0.01 percent of the City’s 2011 primary jobs. It is estimated that 50 jobs in the City of Monterey Park would require relocation. If these jobs were relocated outside the City of Monterey Park, it would represent a loss of 0.20 percent of the City’s 2011 primary jobs. It is estimated that 105 jobs in the City of Pasadena would require relocation. If these jobs were relocated outside the City of Pasadena, it would represent a loss of 0.11 percent of the City’s 2011 primary jobs. Finally, as a result of the LRT Alternative, it is estimated that 305 jobs in the City of South Pasadena would require relocation. If these jobs

²⁴⁵ *Draft Relocation Impact Report (October 2014).*

were relocated outside the City of South Pasadena, it would represent a loss of 5.01 percent of the City’s 2011 primary jobs. Collectively, the loss of 675 jobs would represent approximately 0.02 percent of Los Angeles County’s 2011 primary jobs.

TABLE 5.6:
LRT Alternative Potential Employment Impacts

Jurisdiction	Relocated Jobs	2011 Primary Jobs	Relocated Jobs as Percent of 2011 Primary Jobs
Alhambra	30	23,046	0.13%
East Los Angeles	155	19,758	0.78%
Los Angeles	30	1,492,099	< 0.01%
Monterey Park	50	25,296	0.20%
Pasadena	105	93,981	0.11%
South Pasadena	305	6,090	5.01%
Los Angeles County	675	3,720,262	0.02%

Source: OnTheMap and Draft Relocation Impact Report (October 2014)

Additional information for each city and unincorporated community within a quarter-mile area of the LRT Alternative is provided below. These are the areas where there is the highest likelihood of business disruption during the construction period.

City of Alhambra

From north to south, the alignment of the light rail line included as part of the LRT Alternative would run along Fremont Avenue, a major thoroughfare in the City of Alhambra. At Orange Street, the route would bend west, roughly parallel to Mission Road, until the western boundary of the City where the line would bend south. Alhambra Station would be located on Fremont Avenue bounded by Commonwealth Avenue to the north and Orange Street to the south. Based on available data, there are 251 businesses with 2,184 jobs in the City of Alhambra within a quarter-mile area of the LRT Alternative.²⁴⁶

City of Los Angeles

The alignment of the light rail line included as part of the LRT Alternative would encroach on the eastern boundary of El Sereno, a neighborhood within the City of Los Angeles, between Valley Boulevard and Mission Road. California State University Los Angeles Station would be located north and west of the interchange of the SR 710 and I-10 freeways. Based on available data, there are 25 businesses with 269 jobs in the neighborhood of El Sereno within a quarter-mile area of the LRT Alternative.²⁴⁷

City of Monterey Park

The alignment of the light rail line included as part of the LRT Alternative would be located in the western half of the City of Monterey Park. The LRT Alternative would follow the SR 710 freeway, cross Corporate Center Drive, and reach Mednik Avenue. One LRT station would be in the City of Monterey Park, Floral Station, which would be located on Floral Drive at the Monterey Pass intersection. Based on available data, there are 107 businesses with 21,448 jobs in the City of Monterey Park within a quarter-mile area of the LRT Alternative.²⁴⁸

City of Pasadena

²⁴⁶ Infogroup data retrieved from ESRI Business Analyst version 10.1, data current as of July 2012.

²⁴⁷ Ibid.

²⁴⁸ Ibid.

The alignment of the light rail line included as part of the LRT Alternative in the City of Pasadena would extend a short distance into the City, with its terminus on Raymond Avenue. There would be one LRT station in Pasadena, Fillmore Station, which would be located on Raymond Avenue between Fillmore Street and Pico Street. Based on available data, there are 425 businesses with 7,902 jobs in the City of Pasadena within a quarter-mile area of the LRT Alternative. Huntington Hospital employs approximately 3,100 in the Health Care and Social Assistance industry and is located within a quarter-mile area of the LRT Alternative.²⁴⁹

City of South Pasadena

Within the City of South Pasadena, the alignment of the light rail line included as part of the LRT Alternative would run along Far Oaks Avenue from Columbia Street to Huntington Drive, where it would bend west and follow Fremont Avenue until Alhambra Road at the southern City boundary. Two LRT stations would be in the City of South Pasadena. South Pasadena Station would be located at the corner of Mission Street and Fair Oaks Avenue, while Huntington Station would be located at the corner of Fair Oaks Avenue and Huntington Drive. Based on available data, there are 252 businesses with 1,866 jobs in the City of South Pasadena within a quarter-mile area of the LRT Alternative. The Institute for Redesign of Learning and South Pasadena High School are major employers in the area.²⁵⁰

Community of East of Los Angeles

A small portion of the LRT line included as part of the LRT Alternative would reach the unincorporated community of East Los Angeles and would be located along Mednik Avenue. One light rail station would be in East Los Angeles: Civic Center Station would be located north of 3rd Street and south of the 60 freeway. Based on available data, there are 89 businesses with 2,111 jobs in East Los Angeles within a quarter-mile area of the LRT Alternative.²⁵¹

5.5.2 Tax Base Impacts

5.5.2.1 Property Tax Impacts

The Office of the Los Angeles County Tax Collector provides property tax information for each parcel that may be potentially acquired. The property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each jurisdiction, based on the current assessed value, before it is distributed to the affected city or unincorporated county area. In this analysis, the relative value of property tax lost is estimated as a ratio of property tax collected and distributed to each affected jurisdictions’ General Fund. All estimates are based on the current assessed value (land or land plus improvements) and may not reflect the market value of the impacted properties.

The impacted areas include the Cities of Alhambra, Monterey Park, Pasadena, and South Pasadena, as well as the unincorporated community of East Los Angeles. In all instances, the estimated loss of property tax that would cease to flow to each respective jurisdiction’s General Fund was less than one percent of total property taxes in FY 2012–2013.

249 Ibid.

250 Ibid.

251 Ibid.

TABLE 5.7:
LRT Alternative Estimated Annual Property Tax Loss

Jurisdiction	Assessed Value of Partial and Full Acquisitions	Estimated Property Tax Loss	Percent of Property Tax Loss as a Percent of General Fund Property Tax
Alhambra	\$7,051	\$8	< 0.01%
East Los Angeles	\$3,912,032	\$8,730	0.02%
Monterey Park	\$1,1007,584	\$1,204	0.02%
Pasadena	\$4,071,216	\$6,896	0.02%
South Pasadena	\$14,715,083	\$33,047	0.40%

Source: Los Angeles County Assessor’s Office and Draft Relocation Impact Report (October 2014)

5.5.2.2 Sales Tax Impacts

When businesses cease to operate, local jurisdictions and Los Angeles County lose sales tax revenue. This analysis provides an estimated loss of the annual sales tax revenues to the Cities of Alhambra, Los Angeles, and South Pasadena, which are the only jurisdictions with businesses producing taxable sales that may potentially be relocated under the LRT Alternative. Some of the acquisitions associated with the LRT Alternative would cause businesses that produce sales tax to be relocated. In the event that these businesses are relocated within one of the impacted cities’ boundary, no net loss of sales tax revenues to the city would occur. However, relocation outside one of the impacted cities’ boundary would result in a net loss of sales tax revenues to the city. Due to privacy laws, the California State Board of Equalization does not disclose sales tax revenues generated by individual business. As a result, the taxable sales for the businesses impacted by the LRT Alternative could not be obtained. For this analysis, the potential loss in sales tax revenue was used from sales from the *Taxable Sales in California (Sales and Use Tax) Report 2011*.

There is one partial acquisition and 15 full acquisitions that will impact sales tax-generating businesses in the study area. The partial acquisition in the City of Alhambra requires the relocation of an existing PetSmart. While this business provides an estimated \$4.7 million in taxable sales, it represents less than 1 percent of the total taxable sales in the City. The businesses displaced as a result of the full acquisitions in the East Los Angeles community represent less than 0.01 percent of the County’s total taxable sales. In the City of South Pasadena, a number of retailers, such as Big Lots and Rite Aid, would require relocation. An estimate has been made for these and other businesses based on the average sales per business in the City assuming that these businesses fall within the “Total Retail and Food Services” category. With average taxable sales of \$299,481 for the seven businesses, this would suggest potential lost sales could represent 1.3 percent of total retail sales in the City of South Pasadena.

Taxable retail sales associated with the \$2.4 billion (\$2013) in LRT construction costs have not been estimated, but would bring in additional tax revenue during the construction period to the cities of Alhambra, South Pasadena, and the greater Los Angeles County region.

TABLE 5.8:
LRT Alternative Potential Loss of Annual Sales Tax Revenue by City

Jurisdiction	Relocated Business	Estimated Potential Annual Sales Tax Loss	Total Taxable Sales in the Area (2011)	Estimated Sales Tax Loss as Percent of Total Taxable Sales
Alhambra	1	\$4,710,000	\$1,091,492,000	0.4%
East Los Angeles	8	\$3,250,202	\$126,440,737,000	< 0.01%
South Pasadena	7	\$2,096,370	\$155,594,000	1.3%
Los Angeles County	16	\$10,056,572	\$126,440,737,000	0.01%

Source: Draft Relocation Impact Report (October 2014); State Board of Equalization

5.5.3 Economic Impacts

RIMS II multipliers are used to translate capital and annual operating expenditures into the associated job and income effects of the LRT Alternative. The RIMS II 2010 Final Demand Type II Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand.

The RIMS II Final Demand Type II Construction Final Multiplier is 0.581 for Los Angeles County. The RIMS II Final Demand Type II Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output delivered to final demand by the construction industry. The Construction Final Demand Employment Multiplier is 12.2884 for Los Angeles County.

Applying the Final Demand Multipliers for the construction industries to the amount of order-of-magnitude capital expenditures provides estimates of the earnings and employment impacts generated by the LRT Alternative. The estimate of total construction spending, as previously presented for the LRT Alternative, has been adjusted from 2013 to 2010 dollars based on the consumer price index (CPI) decrease for the Los Angeles-Riverside-Orange County Area between the first half of 2013 and first half of 2010. The order-of-magnitude cost estimate, not including ROW purchases, is estimated at \$2.57 billion (\$2010). These adjustments were made to be consistent with the multipliers used in this analysis.

Using the same methodology as outlined above, the Transit and Ground Passenger Transportation RIMS II Final Demand Type II Earning and Employment Multiplier was 0.6582 and 19.0451 for Los Angeles County, respectively. The associated annual costs of operation and maintenance is estimated at \$69.0 million (\$2010). One job is defined as a job for one person of one year’s duration. As an example, a job for one person that had a duration of 3 years would be defined as three person-year jobs.

There are no long-term effects associated with the economic impacts generated by capital expenditures. Construction-related impacts last for the duration of the project’s construction cycle. It is estimated that the LRT Alternative’s construction period will be approximately 6 years. Construction expenditures for the LRT Alternative are expected to generate 31,500 person-year jobs with earnings of \$1.5 billion (\$2010). Annual operation and maintenance costs for the LRT Alternative are expected to generate approximately 1,300 jobs with earnings of \$45.4 million (\$2010). The impacts summarized in Table 5.9 represent a net increase over the No Build Alternative.

TABLE 5.9:
LRT Alternative Economic Impacts in Los Angeles County

Impacts	LRT Alternative
Construction (One-Time)	
Total Employment (person-year jobs)	31,500
Earnings (in millions \$2010)	\$1,491.7
Operations (Annual)	
Total Employment (person-year jobs)	1,300
Earnings (in millions \$2010)	\$45.4

Source: BEA RIMS II Multipliers (Type II)

5.5.4 Cumulative Impacts

The LRT Alternative would not adversely affect the employment base or the tax base of the County or any of the cities within the study area. The LRT Alternative could result in the City of South Pasadena potentially losing slightly over one percent of its sales tax base. However, when combined with the anticipated property tax loss, the overall impact is well under one percent of the City of South Pasadena’s tax base.

The City of South Pasadena could also experience a somewhat large amount of displaced employees (305 jobs), if those jobs were to be relocated outside the City. The relocated job force could represent approximately 5 percent of the 2011 primary jobs in the City of South Pasadena. Based on the types of firms that could be impacted, most of the jobs are located in larger retailers (e.g. Rite Aid, Big Lots) that would typically have less impacts than small businesses that tend to be more severe because small businesses tend to have a localized customer base and are less able to afford the cost to promote a new location. It is currently estimated that a limited number of jobs are in small businesses such as personal services like dry cleaning and nail, massage, and hair salons. The impact as it relates to the larger Los Angeles County area as a whole is not notable from the potential job relocation perspective. In addition, the economic impacts from construction expenditures would represent a net gain in employment and earnings to the County over a six-year period.

For the LRT Alternative, any decrease to the tax base from land acquisitions would likely be offset by increases in overall property values as a result of new transit improvements. Numerous studies quantify the residential and commercial property premiums associated with development within a half-mile of an LRT station.

According to the 2001 study *The Effect of Rail Transit on Property Values* (Parsons Brinckerhoff 2001), the impact to commercial property values from new transit rail stations varies according to how much the stations improve accessibility, the relative attractiveness of locations near stations, and the real estate market conditions. Numerous other more recent studies have also documented how increased accessibility around station sites can enhance the area for residents, reflected in property value and rent premiums.

It is important to note that this alternative also includes all the impacts previously discusses in the TSM/TDM Alternative except it will not require the relocation of one business (APN 18497) that could result in the loss of \$258,568 in taxable sales and 6 employees in the City of Los Angeles.

5.6 Freeway Tunnel Alternative

5.6.1 Employment Impacts

As a result of the Freeway Tunnel Alternative, it is estimated that 35 jobs would require relocation.²⁵² It is estimated that five jobs in the City of Alhambra would require relocation. If these jobs were relocated outside the City of Alhambra it would represent a loss of 0.02 percent of the City’s 2011 primary jobs. It is estimated that 30

²⁵² *Draft Relocation Impact Report* (October 2014).

jobs in the City of Los Angeles would require relocation. If these jobs were relocated outside the City of Los Angeles, it would represent a loss of less than 0.01 percent of the City’s 2011 primary jobs. Collectively, the loss of 35 jobs would represent less than 0.01 percent of the County’s 2011 primary jobs.

TABLE 5.10:
Freeway Tunnel Alternative Potential Employment Impacts

Jurisdiction	Relocated Jobs	2011 Primary Jobs	Relocated Jobs as Percent of 2011 Primary Jobs
Alhambra	5	23,046	.02%
Los Angeles	30	1,492,099	< 0.01%
Los Angeles County	35	3,720,262	< 0.01%

Note: 20 employees estimated as a result of potential future employees, which may or may not be accurate.
 Source: OnTheMap and Draft Relocation Impact Report (October 2014)

Additional information for each city and neighborhood within a quarter-mile area of the Freeway Tunnel Alternative design variations is provided below. These are the areas where there is the highest likelihood of business disruption during the construction period.

City of Alhambra

The Freeway Tunnel Alternative spans the western edge of the City of Alhambra along Sheffield Avenue, the existing SR 710 freeway, and the I-10 freeway east of the SR 710/I-10 interchange. The Freeway Tunnel Alternative also encompasses some areas along Valley Boulevard, Fremont Avenue, Hellman Avenue, and several freeway ramps. Based on available data, there are 11 businesses with 291 jobs within a quarter-mile area of the Freeway Tunnel Alternative through the City of Alhambra for both design variations.²⁵³

City of Los Angeles

The Freeway Tunnel Alternative spans the eastern edge of the City of Los Angeles in the neighborhood of El Sereno. The Freeway Tunnel Alternative runs along Sheffield Avenue, the SR 710, and the I-10 freeway west of the SR 710/I-10 interchange. The Freeway Tunnel Alternative also tracks part of Valley Boulevard and Mariondale Avenue. Based on available data, there are 20 businesses with 166 jobs in the neighborhood of El Sereno within a quarter-mile area of the Freeway Tunnel Alternative for both design variations.²⁵⁴

City of Monterey Park

The Freeway Tunnel Alternative runs along the western edge of the City of Monterey Park along the SR 710 freeway and the SR 710/I-10 freeway interchange. Based on available data, there are 25 businesses with 20,759 jobs within a quarter-mile area of the Freeway Tunnel Alternative through the City of Monterey Park for both design variations. The County Sheriff is a major employer in the area.²⁵⁵

City of Pasadena

The east-west portion of the Freeway Tunnel Alternatives is located along SR 134 and the I-210 freeway between Club Road and Lake Avenue. The north-south portion of the Alternative is located on Pasadena Avenue and the I-210 freeway between Columbia Street and Howard Street. Based on available data, there are 884 businesses with 21,014 jobs in the City of Pasadena within a quarter-mile area of the Freeway Tunnel Alternative for both design options. Large businesses within a quarter-mile area of the Freeway Tunnel Alternative include the NASA

²⁵³ Infogroup data retrieved from ESRI Business Analyst version 10.1, data current as of July 2012.

²⁵⁴ Ibid.

²⁵⁵ Ibid.

Jet Propulsion Laboratory (approximately 5,000 employees), Huntington Hospital (approximately 3,100 employees), and the United States Post Office (approximately 1,200 employees).²⁵⁶

County of Los Angeles

A small portion of the Freeway Tunnel Alternative is located within the unincorporated community of East Los Angeles along the SR 710 freeway, which is the community’s eastern boundary to Floral Drive. Based on available data, there are eight businesses with 22 jobs in East Los Angeles within a quarter-mile area of the Freeway Tunnel Alternative.²⁵⁷

5.6.2 Tax Base Impacts

5.6.2.1 Property Tax Impacts

The Office of the Los Angeles County Tax Collector provides property tax information for each parcel that may be potentially acquired. The property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each city, based on the current assessed value, before it is distributed to the affected city. In this analysis, the relative value of property tax lost is estimated as a ratio of property tax collected and distributed to each affected city’s General Fund. All estimates are based on the current assessed value (land or land plus improvements) and may not reflect the market value of the impacted properties.

The impacted areas include the Cities of Alhambra and Los Angeles for both design variations. For both design variations, the estimated loss of property tax that would cease to flow to the General Fund of each city would be less than 0.01 percent of total property taxes in FY 2012–2013.

TABLE 5.11:

Freeway Tunnel Alternative Dual-Bore Design Variation Estimated Annual Property Tax Loss

Jurisdiction	Assessed Value of Partial and Full Acquisitions	Estimated Property Tax Loss	Percent of Property Tax Loss as a Percent of General Fund Property Tax
Alhambra	\$587,276	\$660	< 0.01%
Los Angeles	\$32,774	\$76	< 0.01%

Source: Los Angeles County Assessor’s Office and Draft Relocation Impact Report (October 2014)

TABLE 5.12:

Freeway Tunnel Alternative Single-Bore Design Variation Estimated Annual Property Tax Loss

Jurisdiction	Assessed Value of Partial and Full Acquisitions	Estimated Property Tax Loss	Percent of Property Tax Loss as a Percent of General Fund Property Tax
Alhambra	\$587,276	\$660	< 0.01%
Los Angeles	\$32,774	\$76	< 0.01%

Source: Los Angeles County Assessor’s Office and Draft Relocation Impact Report (October 2014)

5.6.2.2 Sales Tax Impacts

²⁵⁶ Ibid.

²⁵⁷ Ibid.

There is no anticipated impact on the taxable sales of the affected cities for the Freeway Tunnel Alternative because neither design variation would result in the displacement of businesses that produce taxable sales. Taxable retail sales associated with the \$5.4 billion (\$2013) Dual Bore design variation or the \$3.3 billion (\$2013) Single Bore design variation construction costs have not been estimated, but would bring in additional tax revenue during the construction period to the cities of Alhambra, Los Angeles, and the greater Los Angeles County region.

5.6.3 Economic Impacts

RIMS II multipliers are used to translate capital and annual operating expenditures into the associated job and income effects of the Freeway Tunnel Alternative. The RIMS II 2010 Final Demand Type II Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand.

The RIMS II Final Demand Type II Construction Final Multiplier is 0.581 for Los Angeles County. The RIMS II Final Demand Type II Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output delivered to final demand by the construction industry. The Construction Final Demand Employment Multiplier is 12.2884 for Los Angeles County.

Applying the Final Demand Multipliers for the construction industries to the amount of order-of-magnitude capital expenditures provides estimates of the earnings and employment impacts generated by the Freeway Tunnel Alternative. The estimate of total construction spending, as previously presented for the Freeway Tunnel Alternative, has been adjusted from 2013 to 2010 dollars based on the consumer price index (CPI) decrease for the Los Angeles-Riverside-Orange County Area between the first half of 2013 and first half of 2010. The order-of-magnitude cost estimate, not including ROW purchases, is estimated at \$6.0 billion for the Dual Bore Alternative and \$3.3 billion for the Single Bore Alternative (\$2010). These adjustments were made to be consistent with the multipliers used in this analysis.

Using the same methodology as outlined above, the Transit and Ground Passenger Transportation RIMS II Final Demand Type II Earning and Employment Multiplier was 0.6582 and 19.0451 for Los Angeles County, respectively. The associated annual costs of operation and maintenance is estimated at \$62.6 million for the Dual Bore Alternative option with and without trucks with tolls (\$2010). An additional option for the Dual Bore Alternative is with trucks and without tolls, which would have associated annual costs of operation and maintenance estimated at \$50.9 million (\$2010). The associated annual costs of operation and maintenance is estimated at \$43.5 million for the Single Bore Alternative option with and without trucks with tolls (\$2010). An additional option for the Single Bore Alternative is with trucks, tolls, and an express bus, which would have associated annual costs of operation and maintenance estimated at \$48.8 million (\$2010). One job is defined as a job for one person of one year's duration. As an example, a job for one person that had a duration of 3 years would be defined as three person-year jobs.

There are no long-term effects associated with the economic impacts generated by capital expenditures. Construction-related impacts last for the duration of the project's construction cycle. It is estimated that the Freeway Tunnel Alternative's construction period will be approximately 5 years. Construction expenditures for the Dual Bore Alternative are expected to generate 73,700 person-year jobs with earnings of \$3.5 billion (\$2010). Construction expenditures for the Single Bore Alternative are expected to generate 41,100 person-year jobs with earnings of \$1.9 billion (\$2010). Annual operation and maintenance costs for the Dual Bore Alternative (with and without trucks, with tolls) are expected to generate approximately 1,200 jobs with earnings of \$41.2 million (\$2010). Annual operation and maintenance costs for the Dual Bore Alternative (with trucks and without tolls) are expected to generate approximately 1,000 jobs with earnings of \$33.5 million (\$2010). Annual operation and maintenance costs for the Single Bore Alternative (with and without trucks, with tolls) are expected to generate approximately 800 jobs with earnings of \$28.6 million (\$2010). Annual operation and maintenance costs for the Single Bore Alternative (with trucks, tolls, and express bus) are expected to generate approximately 900 jobs with earnings of \$32.1 million (\$2010). The impacts summarized in Table 5.3 represent a net increase over the No Build Alternative.

TABLE 5.13:
Freeway Tunnel Alternatives Economic Impacts in Los Angeles County

Impacts	Dual-Bore Tunnel (1)	Single-Bore Tunnel (2)	Dual-Bore Tunnel (3)	Single-Bore Tunnel (4)
Construction (One-Time)				
Total Employment (person-year jobs)	73,700	41,100	73,700	41,100
Earnings (in millions \$2010)	\$3,482.6	\$1,941.7	\$3,482.6	\$1,941.7
Operations (Annual)				
Total Employment (person-year jobs)	1,200	800	1,000	900
Earnings (in millions \$2010)	\$41.2	\$28.6	\$33.5	\$32.1

Notes: (1) With trucks and tolls; (2) With trucks and tolls; (3) With trucks and without tolls; (4) With trucks, tolls, and express bus.
 Source: BEA RIMS II Multipliers (Type II)

5.6.4 Cumulative Impacts

Neither design variation for the Freeway Tunnel Alternative would adversely affect the employment base or the tax base of the County or any of the cities within the study area, as discussed in sections 5.6.1 to 5.6.2. In addition, the economic impacts from construction expenditures would represent a net gain in employment and earnings to the County over a five-year period. Thus, the Freeway Tunnel Alternative would not have cumulative adverse effects on the County or any of the cities and neighborhoods within the study area.

It is important to note that this alternative also includes all the impacts previously discusses in the TSM/TDM Alternative except it will not require the acquisition of one parcel (APN 5713031069) in the City of Pasadena that would result in the loss of approximately \$694 in property tax, it will not require the relocation of one business (APN 18497) that could result in the loss of \$258,568 in taxable sales and 6 employees in the City of Los Angeles, and it will not require the partial acquisition of one parcel (APN 5713037051) in the City of Pasadena that would result in the loss of less than \$1 in property tax.

6.0 Potential Mitigation Measures

6.1 No Build

6.1.1 Employment Impacts

There is no construction associated with this alternative; thus, no mitigation is required.

6.1.2 Construction Impacts

There is no construction associated with this alternative; thus, no mitigation is required.

6.1.3 Tax Base Impacts

There is no construction associated with this alternative; thus, no land acquisition or mitigation is required.

6.1.4 Cumulative Impacts

There are no adverse impacts.

6.2 TSM/TDM Alternative

6.2.1 Employment Impacts

While the TSM/TDM Alternative would result in minor impacts in terms of potential lost employment, these impacts are not notable. As such, no adverse employment base impacts were identified; thus, no mitigation is required.

6.2.2 Construction Impacts

Construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. Sidewalk space might be used temporarily for the TSM/TDM Alternative construction, thereby reducing business access. Business impacts could include reduced visibility of commercial signs and businesses. The construction impacts over the 2-year TSM/TDM Alternative construction period would be limited and generally would be short in duration. However, construction impacts could in turn produce minor economic impacts to commercial establishments.

A number of mitigation measures could be undertaken to temper these impacts. Examples may include the following.

- Notify property owners, businesses, and residences of major construction activities (e.g., utility relocation/disruption and milestones; rerouting of delivery trucks).
- Whenever possible, develop detours for any road or sidewalks to be closed during construction. Post signs (in appropriate languages) alerting pedestrians and vehicles of road and sidewalk closures and detours. Ensure pedestrian detours are accessible to seniors and disabled persons. Develop Worksite Traffic Control Plans in conjunction with the county and municipal departments of transportation to accommodate automobile and pedestrian traffic.
- Maintain access to community facilities affected by construction activities.
- Provide early notification to emergency service providers of any road closures or detours.
- Provide crossing guards as needed in the vicinity of construction sites, haul routes, and other relevant sites.
- Erect barriers as needed during construction to minimize trespassing and vandalism. Forewarn the public of any anticipated road closures or detours due to construction activity.

6.2.3 Tax Base Impacts

While the TSM/TDM Alternative would result in minor impacts in terms of lost sales tax, these impacts are not notable. As such, no adverse tax base impacts were identified; thus, no mitigation is required.

6.2.4 Cumulative Impacts

No adverse impacts were identified; no mitigation is needed beyond temporary mitigation associated with the disruption caused by the actual construction activity.

6.3 BRT Alternative

6.3.1 Employment Impacts

As a result of the BRT Alternative, it is estimated that no jobs would require relocation. As such, no adverse employment base impacts were identified; thus, no mitigation is required.

6.3.2 Construction Impacts

Construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. Sidewalk space might be used temporarily for the BRT Alternative construction, thereby reducing business access. Business impacts could include reduced visibility of commercial signs and businesses. The construction impacts over the 1-year BRT Alternative construction period would be limited and generally would be short in duration. However, construction impacts could in turn produce minor economic impacts to commercial establishments.

A number of mitigation measures could be undertaken to temper these impacts. Examples may include the following.

- Notify property owners, businesses, and residences of major construction activities (e.g., utility relocation/disruption and milestones; rerouting of delivery trucks).
- Whenever possible, develop detours for any road or sidewalks to be closed during construction. Post signs (in appropriate languages) alerting pedestrians and vehicles of road and sidewalk closures and detours. Ensure pedestrian detours are accessible to seniors and disabled persons. Develop Worksite Traffic Control Plans in conjunction with the county and municipal departments of transportation to accommodate automobile and pedestrian traffic.
- Maintain access to community facilities affected by construction activities.
- Provide early notification to emergency service providers of any road closures or detours.
- Provide crossing guards as needed in the vicinity of construction sites, haul routes, and other relevant sites.
- Erect barriers as needed during construction to minimize trespassing and vandalism. Forewarn the public of any anticipated road closures or detours due to construction activity.

6.3.3 Tax Base Impacts

While the BRT Alternative would result in minor impacts in terms of lost property tax, these impacts are not notable. As such, no adverse tax base impacts were identified; thus, no mitigation is required.

6.3.4 Cumulative Impacts

No adverse impacts were identified; no mitigation is needed beyond temporary mitigation associated with the disruption caused by the actual construction activity.

6.4 LRT Alternative

6.4.1 Employment Impacts

While the LRT Alternative would result in minor impacts in terms of potential lost employment, these impacts are not notable in the larger Los Angeles County area. As such, no adverse employment base impacts were identified; thus, no mitigation is required. However, within the City of South Pasadena the potential loss of businesses, if not relocated within the City, would represent slightly over 6 percent of the employment base. Approximately 90 percent of the jobs are located in businesses that are typically not dependent on a localized customer base and are larger national companies.

6.4.2 Construction Impacts

Construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. Sidewalk space might be used temporarily for the LRT Alternative construction, thereby reducing business access. Business impacts could include reduced visibility of commercial signs and businesses. The construction impacts over the 6-year LRT Alternative construction period could produce economic impacts to commercial establishments.

A number of mitigation measures could be undertaken to temper these impacts. Examples may include the following.

- Metro Public Affairs staff and construction personnel would contact and interview individual businesses to identify business usage, delivery, and shipping patterns, as well as critical times of the day or year for business activities to aid in developing Worksite Traffic Control Plans and to ensure that critical business activities are not disrupted.
- Develop, fund, and maintain during construction a telephone hotline and one or more Metro Field Offices with staff to address community issues and concerns as they arise. Office could be open from 9 a.m. to 5 p.m. weekdays and any weekends when work occurs. Schedule to be developed prior to construction. The office would provide a physical location where information pertaining to construction can be exchanged. Ensure that all potentially affected persons know the name and telephone number(s) of public affairs staff that they can contact if needed. The contractor staffing plan is subject to Metro review.
- Participate in local events to promote awareness of the project.
- Notify property owners, businesses, and residences of upcoming and ongoing major construction activities (e.g., utility relocation/disruption and milestones; rerouting of delivery trucks).
- Provide literature to public and news media, schedule promotional displays, participate in community committees, and make presentations, as needed, about the project.
- Whenever possible, develop detours for any road or sidewalks to be closed during construction. Post signs (in appropriate languages) alerting pedestrians and vehicles of road and sidewalk closures and detours. Ensure pedestrian detours are accessible to seniors and disabled persons. Develop Worksite Traffic Control Plans in conjunction with the county and municipal departments of transportation to accommodate automobile and pedestrian traffic.
- Maintain access to community facilities affected by construction activities.
- Provide early notification to emergency service providers of any road closures or detours.
- Develop a community outreach plan to notify local communities of construction schedules, road and sidewalk closures, and detours. Coordinate with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events. Consider limiting construction activities during special events.
- Develop a construction mitigation plan with community input to address construction impacts. Determine truck hauling routes and schedules that would minimize impacts on sensitive uses in all parts of the study area.
- During construction, provide temporary replacement parking as needed to absorb the loss of parking due to acquisitions. Temporary parking could be added by constructing surface lots on nearby vacant parcel or restriping nearby streets to allow diagonal curb parking.
- Provide crossing guards as needed in the vicinity of construction sites, haul routes, and other relevant sites.
- Erect barriers and provide security personnel during construction to minimize trespassing and vandalism.
- Forewarn the public of any anticipated road closures or detours due to construction activity.

6.4.3 Tax Base Impacts

While the LRT Alternative would result in impacts in terms of lost sales tax and property tax, these impacts are not notable. As such, no adverse tax base impacts were identified; thus, no mitigation is required.

6.4.4 Cumulative Impacts

No adverse impacts were identified; no mitigation is needed beyond temporary mitigation associated with the disruption caused by the actual construction activity.

6.5 Freeway Tunnel Alternative

6.5.1 Employment Impacts

While the Freeway Tunnel Alternative would result in minor impacts in terms of potential lost employment, these impacts are not notable. As such, no adverse employment base impacts were identified; thus, no mitigation is required.

6.5.2 Construction Impacts

Construction would have temporary impacts on commercial and industrial businesses, particularly those near or adjacent to construction sites. The construction impacts over the 5-year Freeway Tunnel Alternative (both Dual-Bore and Single-Bore design variations) construction period could produce economic impacts to commercial establishments near the portal areas.

A number of mitigation measures could be undertaken to temper these impacts. Examples may include the following.

- Metro Public Affairs staff and construction personnel would contact and interview individual businesses to identify business usage, delivery, and shipping patterns, as well as critical times of the day or year for business activities to aid in developing Worksite Traffic Control Plans and to ensure that critical business activities are not disrupted.
- Develop, fund, and maintain during construction a telephone hotline and one or more Metro Field Offices with staff to address community issues and concerns as they arise. Office could be open from 9 a.m. to 5 p.m. weekdays and any weekends when work occurs. Schedule to be developed prior to construction. The office would provide a physical location where information pertaining to construction can be exchanged. Ensure that all potentially affected persons know the name and telephone number(s) of public affairs staff that they can contact if needed. The contractor staffing plan is subject to Metro review.
- Participate in local events to promote awareness of the project.
- Notify property owners, businesses, and residences of upcoming and ongoing major construction activities (e.g., utility relocation/disruption and milestones; rerouting of delivery trucks).
- Provide literature to public and news media, schedule promotional displays, participate in community committees, and make presentations, as needed, about the project.
- Whenever possible, develop detours for any road or sidewalks to be closed during construction. Post signs (in appropriate languages) alerting pedestrians and vehicles of road and sidewalk closures and detours. Ensure pedestrian detours are accessible to seniors and disabled persons. Develop Worksite Traffic Control Plans in conjunction with the county and municipal departments of transportation to accommodate automobile and pedestrian traffic.
- Maintain access to community facilities affected by construction activities.
- Provide early notification to emergency service providers of any road closures or detours.
- Develop a community outreach plan to notify local communities of construction schedules, road and sidewalk closures, and detours. Coordinate with local communities during preparation of traffic management plans to

minimize potential construction impacts to community resources and special events. Consider limiting construction activities during special events.

- Develop a construction mitigation plan with community input to address construction impacts. Determine truck hauling routes and schedules that would minimize impacts on sensitive uses in all parts of the study area.
- During construction, provide temporary replacement parking as needed to absorb the loss of parking due to acquisitions. Temporary parking could be added by constructing surface lots on nearby vacant parcel or restriping nearby streets to allow diagonal curb parking.
- Provide crossing guards as needed in the vicinity of construction sites, haul routes, and other relevant sites.
- Erect barriers as needed during construction to minimize trespassing and vandalism. Forewarn the public of any anticipated road closures or detours due to construction activity.

6.5.3 Tax Base Impacts

While the Freeway Tunnel Alternative would result in impacts in terms of lost property tax, these impacts are not notable. As such, no adverse tax base impacts were identified; thus, no mitigation is required.

6.5.4 Cumulative Impacts

No adverse impacts were identified; no mitigation is needed beyond temporary mitigation associated with the disruption caused by the actual construction activity.

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7.0 Conclusions

7.1 No Build Alternative

7.1.1 NEPA Findings

The No Build Alternative would not adversely impact the cities, communities, and neighborhoods in the study area. The No Build Alternative would not result in any direct, indirect, or cumulatively adverse impacts.

7.1.2 CEQA Findings

The No Build Alternative would not adversely impact the communities in the study area. The No Build Alternative would not result in any direct, indirect, or cumulatively adverse impacts.

7.2 TSM/TDM Alternative

7.2.1 NEPA Findings

The TSM/TDM Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond minor disruption associated with construction, which can be mitigated. The TSM/TDM Alternative would not result in any direct, indirect, or cumulatively adverse impacts. While this alternative would result in adverse impacts in terms of lost employment and tax base, these impacts are not notable.

7.2.2 CEQA Findings

The TSM Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond temporary disruption associated with construction, which can be mitigated. The TSM/TDM would not result in any direct, indirect, or cumulatively adverse impacts.

7.3 BRT Alternative

7.3.1 NEPA Findings

The BRT Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond minor disruption associated with construction, which can be mitigated. The BRT Alternative would not result in any direct, indirect, or cumulatively adverse impacts. While it would result in adverse impacts in terms of lost employment and tax base, these impacts are not notable.

7.3.2 CEQA Findings

The BRT Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond temporary disruption associated with construction, which can be mitigated. The BRT would not result in any direct, indirect, or cumulatively adverse impacts.

7.4 LRT Alternative

7.4.1 NEPA Findings

The LRT Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond the temporary disruption associated with construction, which can be mitigated. While it would result in adverse impacts in terms of lost employment and tax base, these impacts are not notable. The loss of tax revenue could potentially be offset by increased development near stations and along the LRT Alternative, particularly if jurisdictions work to establish and apply transit-oriented development zoning and supportive policies. This creates economic opportunity for the communities in the study area. The LRT Alternative would not result in any direct, indirect, or cumulatively adverse impacts.

7.4.2 CEQA Findings

The LRT Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond the temporary disruption associated with construction, which can be mitigated. The LRT Alternative would not result in any direct, indirect, or cumulatively adverse impacts.

Although within the City of South Pasadena there are a number of employees that may be relocated outside the City, the effect of the business displacement is not likely to be so severe as to result in degradation of the community leading to urban decay, or blight.

7.5 Freeway Tunnel Alternative

7.5.1 NEPA Findings

The Freeway Tunnel Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond temporary disruption associated with construction, which can be mitigated. The Freeway Tunnel Alternative would not result in any direct, indirect, or cumulatively adverse impacts. While it would result in adverse impacts in terms of lost employment and tax base, these impacts are not notable.

7.5.2 CEQA Findings

The Freeway Tunnel Alternative would not adversely impact the cities, communities, and neighborhoods in the study area beyond temporary disruption associated with construction, which can be mitigated. The Freeway Tunnel Alternative would not result in any direct, indirect, or cumulatively adverse impacts.

8.0 References Cited

8.1 Sources

- Center for Neighborhood Technologies' (CNT) Housing + Transportation (H + T) Index, 2010
- State of California, Employment Development Department, Labor Market Information Division, April 19, 2013
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