

Appendix R Growth-Inducing Impacts Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 2022

Appendix R

Growth-Inducing Impacts Report

June 2022

Prepared for:
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Prepared by:
CDM Smith/AECOM Joint Venture
600 Wilshire Boulevard, Suite 750
Los Angeles, CA 90017

State Clearinghouse Number: 2010011062

Table of Contents

1.0	Introduction	1
2.0	Proposed Project and Alternatives	2
2.1	Project Setting and Description	2
2.2	Build Alternatives	6
2.2.1	Alternative 1 Washington	6
2.2.1.1	Guideway Alignment	7
2.2.1.1.1	Design Options	7
2.2.2	Alternative 2 Atlantic to Commerce/Citadel IOS	9
2.2.2.1	Guideway Alignment	9
2.2.2.1.1	Design Option	9
2.2.3	Alternative 3 Atlantic to Greenwood IOS	9
2.2.3.1	Guideway Alignment	10
2.2.3.1.1	Design Option	10
2.3	Maintenance and Storage Facilities	10
2.3.1	Commerce MSF	10
2.3.2	Montebello MSF	11
2.4	Ancillary Facilities	12
2.5	Proposed Stations	13
2.6	Description of Construction	14
2.7	Description of Operations	15
2.8	No Project Alternative	15
3.0	Regulatory Framework	16
3.1	Federal	16
3.2	State	16
3.3	Local	16
4.0	Methodology	18
5.0	Thresholds of Significance	19
6.0	Existing Setting	20
6.1	Historic Growth	20
6.1.1	Population and Households	20
6.1.2	Employment	21
6.1.3	Unemployment	22
6.1.4	Land Use	23
6.1.5	Summary	23
6.2	Future Growth	23
7.0	Impacts	26
7.1	Impact GRW-1: Growth Inducement	26
7.1.1	Alternative 1 Washington Boulevard	26
7.1.1.1	Operational Impacts	26
7.1.1.2	Construction Impacts	29

7.1.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	30
7.1.2.1	Operational Impacts	30
7.1.2.2	Construction Impacts	32
7.1.3	Alternative 3 Atlantic to Greenwood IOS	32
7.1.3.1	Operational Impacts	32
7.1.4	Construction Impacts	34
7.2	Maintenance and Storage Facilities.....	35
7.2.1	Operational Impacts	35
7.2.1.1	Commerce MSF	35
7.2.1.2	Montebello MSF	35
7.2.2	Construction Impacts	36
7.2.2.1	Commerce MSF	36
7.2.2.2	Montebello MSF	36
8.0	Mitigation Measures and Impacts After Mitigation.....	37
8.1	GRW-1: Growth Inducement.....	37
8.1.1	Alternative 1 Washington.....	37
8.1.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	37
8.1.3	Alternative 3 Atlantic to Greenwood IOS	37
8.1.4	Maintenance and Storage Facilities	37
8.2	Mitigation Measure Applicability.....	38
9.0	No Project Alternative	39
9.1	Description	39
9.2	Impacts	39
10.0	Summary of Alternatives	40
10.1	No Project Alternative	40
10.2	Alternative 1 Washington + MSF	40
10.2.1	Alternative 1 Washington + MSF + Design Options.....	41
10.3	Alternative 2 Atlantic to Commerce/Citadel IOS + MSF	41
10.3.1	Alternative 2 Atlantic to Commerce/Citadel IOS + MSF + Design Option	41
10.4	Alternative 3 Atlantic to Greenwood IOS + MSF.....	42
10.4.1	Alternative 3 Atlantic to Greenwood + MSF + Design Options	42
11.0	Preparers Qualifications.....	43
12.0	References Cited	44

Tables

Table 6-1. Historic Population Growth, 2010-2019.....	20
Table 6-2. Historic Household Growth, 2010-2019	21
Table 6-3. Historic Employment Growth, 2010-2019.....	22
Table 6-4. Historic Unemployment Rates, 2015-2019	22
Table 6-5. Land Use Types Within 0.25 mile of Proposed Stations.....	23
Table 6-6. Population Growth, 2020-2045.....	24
Table 6-7. Household Growth, 2020-2045.....	24
Table 6-8. Employment Growth, 2020-2045	25
Table 10-1. Significant Impacts Remaining After Mitigation	40

Figures

Figure 2.1. Alternative 1 Washington GSA and DSA	3
Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA.....	4
Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA.....	5
Figure 2.4. Atlantic/Pomona Station Option	8
Figure 2.5. Montebello MSF S-Curve Alignment.....	12

Acronyms

2020 RTP/SCS	Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
ACE	Advanced Conceptual Engineering
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
CEQA	California Environmental Quality Act
DSA	detailed study area
EIR	Environmental Impact Report
GSA	general study area
I	Interstate
IOS	Initial Operating Segment
LRT	light rail transit
L RTP	Long Range Transportation Plan
LRVs	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSA	Metropolitan Statistical Area
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices
OCS	overhead catenary system
Project	Eastside Transit Corridor Phase 2 Project
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments

TBM	tunnel boring machine
TOD	Transit-oriented development
TPSS	traction power substations
VMT	vehicle miles traveled

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to Growth-Inducing Impacts. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. This study was conducted in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the existing Metro L (Gold) Line approximately 3.4 to 9.5 miles, depending on the Build Alternative.

The Project area of analysis includes a general study area (GSA) that is regional in scope and scale and a detailed study area (DSA) that encompasses an approximately two-mile area from the project alignment in eastern Los Angeles County. Additionally, specialized study areas were developed, where applicable, for certain environmental impact categories where the potential impacts would occur within an area that varies from the GSA or DSA. The study area for growth inducement is primarily the DSA, with some references to the GSA.

A diverse mix of land uses are located within the GSA and DSA, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.

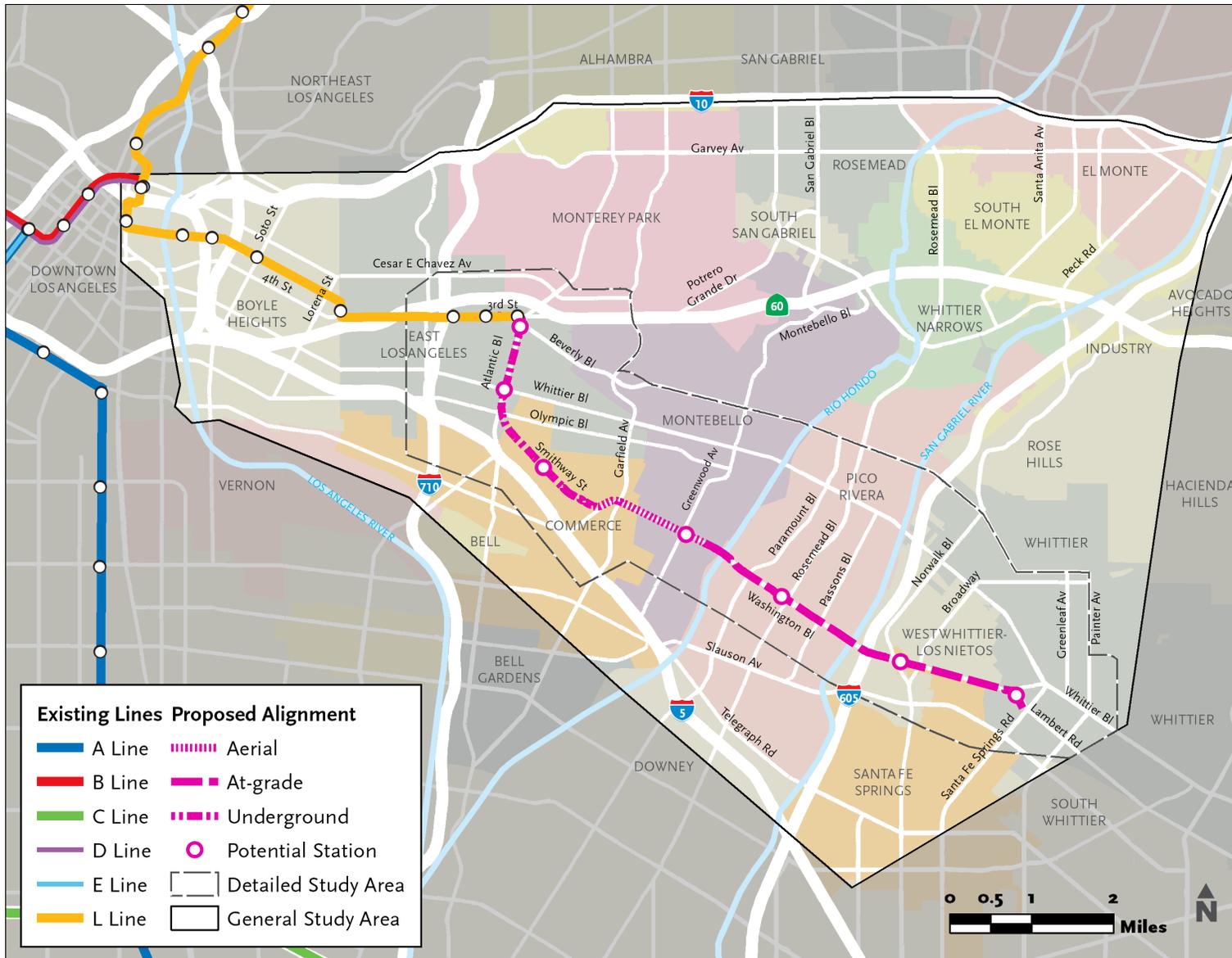
2.0 PROPOSED PROJECT AND ALTERNATIVES

2.1 Project Setting and Description

This impacts report evaluates potential environmental impacts of three Build Alternatives and a No Project Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3).

For purposes of describing the Project, two study areas have been defined. The GSA is regional in scope and scale, whereas the DSA encompasses an approximately two-mile area from the Project alignment's centerline. The GSA is the same for all three of the Build Alternatives. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, or employment. The GSA consists of several jurisdictions within Los Angeles County including the cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley. It is generally bounded by Interstate (I) 10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. **Figure 2.1**, **Figure 2.2**, and **Figure 2.3** present the boundaries of the GSA for each of the three Build Alternatives.

The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Build Alternatives. The DSA for Alternative 1 Washington generally includes the area within a half-mile to two-mile distance from the guideway centerline, as shown in **Figure 2.1**. It encompasses five cities, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and communities of unincorporated East Los Angeles and Whittier-Los Nietos. The DSA for Alternative 2 Atlantic to Commerce/Citadel IOS and Alternative 3 Atlantic to Greenwood IOS, does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.1. Alternative 1 Washington GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

2.2 Build Alternatives

This impacts report evaluates the potential environmental impacts of three Build Alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the “base Alternative” (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). The three Build Alternatives and the design options are described in greater detail below.

2.2.1 Alternative 1 Washington

Alternative 1 would extend the Metro L (Gold) Line LRT approximately 9.0 miles east from the current at-grade station at Atlantic Boulevard to an at-grade terminus at Washington Boulevard/Lambert Road in the city of Whittier. This alternative would include a relocated/reconfigured Atlantic station in an underground configuration and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial), Rosemead (at-grade), Norwalk (at-grade), and Lambert (at-grade). The base Alternative 1 alignment would transition from the existing at-grade alignment to an underground configuration and would transition to an aerial configuration in the city of Commerce before transitioning to at-grade at Montebello Boulevard. The alignment includes approximately 3.0 miles of tunnel, 1.5 miles of aerial, and 4.5 miles of at-grade alignment.

The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway.

An MSF and other ancillary facilities would also be constructed as part of the Project, including overhead catenary system (OCS), cross passages, ventilation structures, traction power substation (TPSS) sites, crossovers, emergency generators, radio tower poles and equipment shelters, and other supporting facilities along the alignment.

Two design options for Alternative 1 are described below.

2.2.1.1 Guideway Alignment

Under Alternative 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center median of Washington Boulevard at Gayhart Street (Montebello MSF site option). The alignment would maintain an aerial configuration then transition to an at-grade configuration east of Carob Way and would remain at-grade in the center of Washington Boulevard. The at-grade alignment would terminate at Lambert station in the city of Whittier.

2.2.1.1.1 Design Options

The following design options are being considered for Alternative 1:

Atlantic/Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy (**Figure 2.4**). This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation.

This option would also impact the guideway alignment and location of the tunnel boring machine (TBM) extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The alignment would connect with the base Alternative 2 alignment just north of the proposed Atlantic/Whittier station. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street. Limits for the excavation would occur between the TBM extraction pit and the intersection of Pomona Boulevard and Beverly Boulevard.

Montebello At-Grade Option – This design option consists of approximately one mile of at-grade guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until terminating near Lambert Road in the city of Whittier. This design option includes an at-grade Greenwood station located west of Greenwood Avenue. The lead tracks to the MSF site option would also be at-grade. Alternative 1 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 5.5 miles of at-grade alignment.



Source: Metro; ACE Team, June 2022.

Figure 2.4. Atlantic/Pomona Station Option

2.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Alternative 2 would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with lead tracks connecting to the Commerce MSF site option. Alternative 2 would include a relocated/reconfigured Atlantic station and two new stations: Atlantic/Whittier (underground), and Commerce/Citadel (underground). The base Alternative 2 alignment includes approximately 3.0 miles of underground, 0.1 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

2.2.2.1 Guideway Alignment

Under Alternative 2, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. The alignment would terminate at the Commerce/Citadel station with non-revenue lead tracks connecting to the Commerce MSF site option.

2.2.2.1.1 Design Option

One design option, the Atlantic/Pomona Station Option described in **Section 2.2.1.1.1** and shown on **Figure 2.4** is being considered for Alternative 2.

2.2.3 Alternative 3 Atlantic to Greenwood IOS

Alternative 3 would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial terminal station at the Greenwood station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

Two design options for Alternative 3 are described below.

2.2.3.1 Guideway Alignment

Under Alternative 3, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center media of Washington Boulevard at Gayhart Street (Montebello MSF site option). The aerial guideway would terminate at the Greenwood station in the city of Montebello.

2.2.3.1.1 Design Option

Two design options described in **Section 2.2.1.1.1**, the Atlantic/Pomona Station Option and the Montebello At-Grade Option are being considered for Alternative 3. Alternative 3 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

2.3 Maintenance and Storage Facilities

The Project has two MSF site options: the Commerce MSF site option and the Montebello MSF site option. One MSF site option would be constructed. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Commerce MSF site option is located in the city of Commerce, and the Montebello MSF site option is located in the city of Montebello. The Commerce MSF site option is located where it could support any of the three Build Alternatives. The Montebello MSF site option is located where it could support either Alternative 1 or Alternative 3.

2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown in a dashed line on **Figure 2.5**, the guideway alignment with the Commerce MSF site option would daylight from an underground to aerial configuration west of the intersection of Gayhart Street

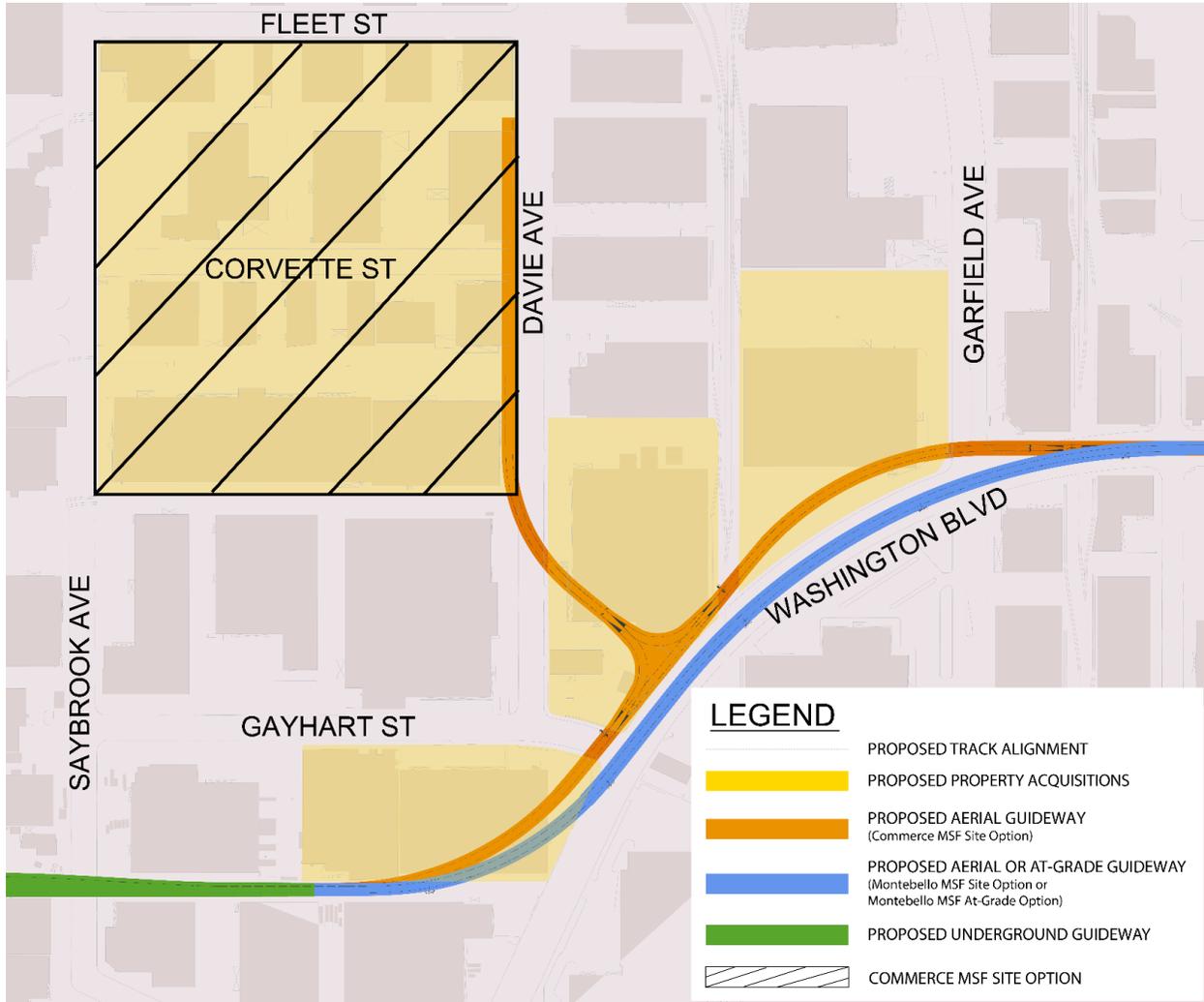
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition to at-grade within the MSF after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street would be permanently closed between Saybrook Avenue and Davie Avenue. Corvette Street is an undivided two-lane road and is functionally classified as a local street under the California Road System. The facility would accommodate storage for approximately 100 LRVs.

2.3.2 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown on in a solid line on **Figure 2.5**, as with the Commerce MSF site option, the guideway alignment with the Montebello MSF site option would daylight from an underground to an aerial configuration west of intersection of Gayhart Street and Washington Boulevard. The alignment would be located further east than the alignment with the Commerce MSF site option. The aerial guideway for the Montebello MSF site option would transition to the median of Washington Boulevard at Gayhart Street. Columns that would provide structural support for the aerial guideway would be installed in the median of Washington Boulevard and would require roadway reconfiguration and striping on Washington Boulevard.

The lead tracks would be in an aerial configuration from Washington Boulevard, parallel S. Vail Avenue, and then transition to at-grade as it approaches the MSF. The facility would accommodate storage for approximately 120 LRVs.

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF. This design option would be necessary if the Montebello At-Grade Option is selected under Alternative 1 or Alternative 3. In this design option, the lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF site option. For this design option, through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.



Source: Metro; ACE Team, January 2022.

Figure 2.5. Montebello MSF S-Curve Alignment

2.4 Ancillary Facilities

The Build Alternatives would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and an MSF. Alternatives 1, 2, and 3 would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The alignment for Alternative 1 and Alternative 3 would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

2.5 Proposed Stations

The following stations would be constructed under Alternative 1:

- Atlantic (Relocated/Reconfigured) – The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
 - Atlantic Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station.
- Greenwood – This station would be aerial with a side platform located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.
 - Under the Montebello At-Grade Option, Greenwood station would be an at-grade station located west of the intersection at Greenwood and Washington Boulevard.
- Rosemead – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards.
- Norwalk – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards.
- Lambert – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard.

Alternative 2 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations as described above.

Alternative 3 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations as described above.

Station amenities would include items in the Metro Systemwide Station Standards Policy (Metro 2018) such as station pin signs, security cameras, bus shelters, benches, emergency/information telephones, stairs, map cases, fare collection, pedestrian and street lighting, hand railing, station landscaping, trash receptacles, bike racks and lockers, emergency generators, power boxes, fire hydrants, and artwork. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be ADA-compliant and also have bicycle and pedestrian connections. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase.

2.6 Description of Construction

Construction of the Project would include a combination of elements dependent upon the locally preferred alternative. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; an MSF; and construction of other ancillary facilities. Alternative 1 would include construction of bridge replacements over the San Gabriel and Rio Hondo Rivers.

In addition to adhering to regulatory compliance, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction of the Project is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF site options. Construction staging areas would be used to store building materials, construction equipment, assemble the TBM, temporary storage of excavated materials, and serve as temporary field offices for the contractor.

2.7 Description of Operations

The operating hours and schedules for Alternatives 1, 2, and 3 would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro L (Gold) Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2.8 No Project Alternative

The No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS). The No Project Alternative includes existing projects from the regional base year (2019) and planned regional projects in operation in the horizon year (2042).

3.0 REGULATORY FRAMEWORK

This section describes the federal, state, and local regulatory framework as it relates to growth-inducing impacts.

3.1 Federal

There are no applicable federal regulations or policies pertaining to potential growth inducing impacts of the Project.

3.2 State

CEQA requires an assessment of the ways in which the project could promote economic or population growth in the vicinity of the project (Section 15126.2[e]). Growth inducement may be said to occur if “the project fosters economic or population growth or the construction of additional housing either directly or indirectly.” Projects that remove “obstacles to population growth,” or that have characteristics that may “encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively” are included. It is further stated that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

3.3 Local

Growth is regulated exclusively at the local government level by a combination of zoning and policy incentives set by the local jurisdictions located within the DSA, which include the unincorporated Los Angeles County communities of East Los Angeles and Whittier-Los Nietos and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. As discussed in the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report, the various jurisdictions have established land use plans and general plans (some of which are being updated) that describe the desired use and intensity of use at full build-out. In addition, other plans and policies may also factor into the jurisdiction’s land use planning, such as policies to promote transit-oriented development (TOD).

SCAG is the designated Metropolitan Planning Organization for the six-county region that includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. The 2020 RTP/SCS presents the transportation and overall land use vision for the SCAG six-county region. The 2020 RTP/SCS provides a collective long-term vision for the region’s future addressing regional issues including transportation, land use and housing, land conservation and habitat restoration, public health, air quality, resiliency and security and the economy. It provides local agencies in the region with information to guide them in preparing local plans and addressing local issues of regional significance.

Metro's Equity Platform provides a framework for advancing equity that was approved by the Metro Board of Directors in March 2018. The core objective is to increase access to opportunities including housing, jobs, healthcare, education, and other key determinants of health and thriving communities. The Platform is explicit in its focus on the vast disparities that exist in access to opportunity and is intended to help identify and implement projects or programs that reduce and ultimately eliminate those disparities. It is driven by access needs, not geographic equality, though some disparities have a geographic element. The Platform has been incorporated into Metro's Vision 2028 Strategic Plan and must be a critical factor in decision making. In August 2020, Metro published an Equity and Race Program Update outlining the activities taken under the leadership of Metro's new Executive Officer and plans to continue implementing the Metro Equity Platform Framework.

4.0 METHODOLOGY

While SCAG does not have the ultimate ability to determine where growth will occur because it does not have land use authority, it does work with each of the local jurisdictions to develop a growth forecast and accompanying land use allocation that reflects each of their individual planning efforts and community priorities based on the general plans from each jurisdiction. The growth inducement analysis incorporates the findings of the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report and compares the job and population changes associated with the Project to the SCAG projections for growth.

Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing either directly or indirectly beyond planned growth. If the job and population change comparison identifies areas with a greater than expected magnitude of job and/or population growth, the growth inducement analysis evaluates whether the divergence is significant by assessing whether the location or magnitude of the growth would (1) result in additional housing beyond planned growth; (2) strain community and public service providers' ability to serve these locations; or (3) otherwise degrade the environment in some manner. This latter evaluation utilizes the data and findings developed as part of the Eastside Transit Corridor Phase 2 Community and Neighborhood Impacts Report, the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report, and demographic characteristics as the type of impact warrants. As a transit infrastructure project, the Project is not anticipated to directly foster growth since no housing would be constructed as part of the Project. The analysis focuses on whether the Project would be consistent with SCAG and jurisdictional forecasted growth by providing improved transit service and reliability through the region. As an illustrative example, even if a particular jurisdiction were to experience greater than expected growth, the impact would only be significant from a public services perspective if local schools, police, and fire stations did not have the capacity to absorb the growth.

5.0 THRESHOLDS OF SIGNIFICANCE

Growth inducement is not an environmental impact directly but may reasonably be anticipated to lead to environmental impacts. These impacts are considered significant if they directly or indirectly lead to actions which do have unanticipated demand for housing, community and public services or additional infrastructure. Such demands can arise if the induced growth occurs in locations for which it has not been planned or is of a magnitude that exceeds planned capacities, or otherwise leads to a degradation of environmental quality such as increased noise or air quality.

In accordance with Section 15126.2(e) of the State CEQA Guidelines, a Build Alternative would have a significant impact related to growth inducement if it would:

Impact GRW-1: Foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

6.0 EXISTING SETTING

The DSA is located within the much larger Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (as defined by the United States Office of Management and Budget), which is referred to as the “Los Angeles metro area.” The Project is in Los Angeles County within the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier and unincorporated Los Angeles County communities of East Los Angeles and Whittier-Los Nietos.

One of the nation’s largest and most diverse urban economies, the Los Angeles metro area serves as an international gateway for people and commerce from emerging regions all over the world. Los Angeles also has significant concentrations of creative industries and headquarters’ operations. Given the region’s favorable climate, significant infrastructure assets such as the marine ports and airports, and its role as a gateway between the United States and global regions with growth prospects, the Los Angeles metro area is expected to gradually merge with the San Diego region, evolving into one of the nation’s “megaregions” over the next thirty to forty years. Historic and future growth patterns described below are focused on jurisdictions within the DSA as described in **Section 2.1**.

6.1 Historic Growth

6.1.1 Population and Households

Table 6-1 summarizes the population trends for the cities that comprise the DSA, Los Angeles County (entire region), and the entire SCAG region. The DSA of Alternative 1 also covers the jurisdictions affected by Alternative 2 and Alternative 3. The COVID-19 pandemic has had a significant effect on labor market metrics such as employment. Due to the occurrence of the COVID-19 pandemic in 2020, this analysis reports 2019 data as the most recent demographic representation of the DSA, for all metrics presented in this section.

Table 6-1. Historic Population Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change (%)
City of Commerce	12,823	12,964	141	0.12%
City of Montebello	62,500	63,558	1,058	0.19%
City of Pico Rivera	62,942	63,623	681	0.12%
City of Santa Fe Springs	16,223	18,331	2,108	1.44%
City of Whittier	85,331	86,849	1,518	0.20%
Los Angeles County	9,818,605	10,163,139	344,534	0.39%
SCAG 6-County Area	18,195,200	18,966,261	771,061	0.47%

Source: California Department of Finance, E-4: Population Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Benchmark.

The population of the SCAG region was approximately 19.0 million in 2019, of which 10.2 million live in Los Angeles County. Since 2010, the population of the region experienced an average annual growth rate of 0.5 percent, while the county and most of the cities within the DSA had average annual growth

rates of less than 0.5 percent. The largest population centers in the DSA are the cities of Montebello, Pico Rivera, and Whittier. Santa Fe Springs and Commerce are small communities where small population changes generate higher growth rates. The population of East Los Angeles and Los Nietos are not reported individually and are, therefore, encompassed in the data presented for all of Los Angeles County.

As **Table 6-2** illustrates, Los Angeles County has the largest gains in the number of households between 2010 and 2019 in the SCAG region. Of the cities within the DSA, the city of Santa Fe Springs, which is a relatively small community in terms of population, saw the highest household growth during this period.

Table 6-2. Historic Household Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change (%)
City of Commerce	3,470	3,473	3	0.01%
City of Montebello	19,768	20,048	280	0.16%
City of Pico Rivera	17,109	17,121	12	0.01%
City of Santa Fe Springs	4,976	5,512	536	1.20%
City of Whittier	29,591	29,718	127	0.05%
Los Angeles County	3,443,087	3,568,900	125,813	0.41%
SCAG 6-County Area	6,327,311	6,592,458	265,147	0.47%

Source: California Department of Finance, E-5: Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark.

In terms of average annual growth rates for the period, the highest household growth was observed for the SCAG region with approximately 0.5 percent, while the cities within the DSA generally had average annual growth rates well below 0.2 percent. The city of Santa Fe Springs which has a smaller number of households compared to other cities in the DSA experienced a net change of approximately 500 households between 2010 and 2019. In such cases, small changes in households can generate larger growth rates. Overall, the household data indicates that the cities within the DSA are not high growth areas for the region as they generally are older, more established communities.

6.1.2 Employment

Table 6-3 summarizes the employment trends for the cities that comprise the DSA, Los Angeles County, and the entire SCAG region. As seen in the table, between 2010 and 2019 the SCAG region experienced a growth in employment of around 1.7, with Los Angeles County experiencing employment growth at 1.5 percent. Besides the cities of Commerce and Santa Fe Springs, other cities within the DSA experienced an average annual growth of around 1.3 percent. The cities of Commerce and Santa Fe Springs, each with employment totaling less than 10,000, experienced an average annual growth rate higher than 2.0 percent. Overall, the Southern California region is growing and attracting jobs, with the DSA experiencing moderate growth.

Table 6-3. Historic Employment Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change 2010-2019 (%)
City of Commerce	4,700	5,600	900	2.13%
City of Montebello	25,100	27,500	2,400	1.06%
City of Pico Rivera	26,400	28,800	2,400	1.01%
City of Santa Fe Springs	6,300	8,300	2,000	3.53%
City of Whittier	37,900	41,800	3,900	1.14%
Los Angeles County	4,318,700	4,888,600	569,900	1.47%
SCAG 6-County Area	7,747,800	8,906,100	1,158,300	1.66%

Source: State of California Employment Development Department, Labor Market Info, Custom Data Tables, May 2021.

6.1.3 Unemployment

Table 6-4 illustrates that between 2015 and 2019, the unemployment rate decreased across all communities in the DSA. Due to the occurrence of the COVID-19 pandemic in 2020, the analysis reports 2019 data as the most recent representation of unemployment in the DSA. The 2019 unemployment rate ranges from a low of 2.7 percent in the city of Santa Fe Springs to a high of 5.0 percent in the cities of Montebello and Pico Rivera, with a county average of 4.6 percent and a SCAG region average of 4.3 percent. In the case of the city of Commerce, the rate must be tempered by knowledge of the city's small size. With a total population of approximately 13,000 (see **Table 6-1**) and understanding that the labor force is typically around half of the population (i.e., labor force excludes children, retirees, and people not seeking work), the high jobless rate applies to a small base. The 2019 national unemployment rate of 3.7 percent falls below most of the rates seen in the DSA.

Table 6-4. Historic Unemployment Rates, 2015-2019

City	Unemployment (%)				
	2015	2016	2017	2018	2019
City of Commerce	9.8	6.9	6.9	5.6	4.6
City of Montebello	5.7	5.7	5.2	5.0	5.0
City of Pico Rivera	6.2	5.9	5.2	5.2	5.0
City of Santa Fe Springs	8.0	2.9	3.1	2.8	2.7
City of Whittier	5.3	5.3	4.7	4.5	4.6
Los Angeles County	6.7	5.3	4.8	4.7	4.6
SCAG 6-County Area	6.4	5.4	4.8	4.4	4.3
US Total	5.3	4.9	4.4	3.9	3.7

Source: State of California Employment Development Department, Labor Market Info, May 2021; Bureau of Labor Statistics.

6.1.4 Land Use

Existing land use types within 0.25 miles of the proposed stations for the Build Alternatives are summarized below. Within the DSA, various land use types exist consisting of residential, commercial, industrial and public facilities. For additional information on land use see the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report. All stations listed below in **Table 6-5** would be constructed under Alternative 1. Alternative 2 would include the Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations. Alternative 3 would include the Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations.

Table 6-5. Land Use Types Within 0.25 mile of Proposed Stations

Proposed Stations	Residential	Commercial	Industrial	Facilities
Atlantic (Relocated/Reconfigured)	43%	16%	N/A	10%
Whittier	63%	23%	N/A	5%
Commerce/Citadel	1%	21%	61%	7%
Greenwood	52%	8%	30%	5%
Rosemead	34%	40%	19%	N/A
Norwalk	67%	21%	N/A	11%
Lambert	23%	12%	28%	22%

6.1.5 Summary

As summarized above, within the DSA and within 0.25 miles of the proposed stations there are various land use types consisting of residential, commercial, industrial, and public facilities. The cities and communities within the DSA are established communities that generally have experienced relative stability, posting slight gains in terms of population, households, and employment over the last eight years. As shown in the population, households, and employment data, the growth in the cities in the DSA and Los Angeles County have generally been slower than that of the larger SCAG region. This slower growth indicates that portion of the SCAG region that is growing most rapidly lies outside of the DSA, and largely outside of Los Angeles County apart from the city of Los Angeles.

6.2 Future Growth

The projections of growth for the cities within the DSA, Los Angeles County, and the SCAG region are provided through 2045 based on the 2020 RTP/SCS Forecast. **Table 6-6** through **Table 6-8** summarize the population, household, and employment forecasts for the cities that comprise the DSA, Los Angeles County, and the entire SCAG region. According to the SCAG forecast, population and employment in the region is expected to reach approximately 22.5 million and 10.0 million, respectively, by 2045. This represents a 15.3 percent increase in population between 2020 and 2045 and a 15.6 percent increase in employment for the same period. Similarly, the household forecast for the SCAG region is expected to reach 7.6 million by 2045, a 20.5 percent increase from 2020.

Table 6-6. Population Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	13,200	13,800	4.5%
City of Montebello	64,400	67,800	5.4%
City of Pico Rivera	63,900	67,400	5.4%
City of Santa Fe Springs	18,400	20,600	12.3%
City of Whittier	89,700	98,900	10.2%
Los Angeles County	10,407,300	11,673,900	12.2%
SCAG 6-County Area	19,517,700	22,503,900	15.3%

Source: SCAG, 2020.

In general, the SCAG forecasts for Los Angeles County and the cities that comprise the DSA show a slower rate of growth in population, households, and employment between 2020 and 2045 than the larger SCAG region. Of the cities in the DSA, only the city of Santa Fe Springs is expected to experience total population growth in excess of 15 percent during the forecast period (16.4 percent). However, it must be noted that the city of Santa Fe Springs is a smaller community where small changes generate a larger growth rate. A similar trend is anticipated in terms of households. These forecasts of population and households indicate that the primary areas of growth for the SCAG region would be anticipated to be outside of the DSA.

Table 6-7. Household Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	3,400	3,700	6.9%
City of Montebello	19,400	21,100	8.5%
City of Pico Rivera	16,800	18,500	10.1%
City of Santa Fe Springs	5,500	6,500	16.5%
City of Whittier	30,500	33,500	9.9%
Los Angeles County	3,471,800	4,119,300	18.7%
SCAG 6-County Area	6,333,500	7,633,500	20.5%

Source: SCAG, 2020.

In terms of employment, the projected growth rates for the cities within the DSA generally are less than half the forecasted growth for the SCAG region between 2020 and 2045. During this period, none of the cities in the DSA are anticipated to experience employment growth in excess of 15 percent. As a result, the forecast indicates that the primary areas of employment growth in the SCAG region would continue to occur outside of the DSA.

Table 6-8. Employment Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	53,900	56,000	4.0%
City of Montebello	29,700	31,300	5.4%
City of Pico Rivera	25,300	27,200	7.3%
City of Santa Fe Springs	57,800	61,000	5.4%
City of Whittier	36,400	38,900	6.9%
Los Angeles County	4,838,500	5,382,200	11.2%
SCAG 6-County Area	8,695,400	10,048,800	15.6%

Source: SCAG, 2020.

7.0 IMPACTS

This section discusses how the Build Alternatives could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in population may also tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The analysis considers if the Build Alternatives may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Given that the analysis focuses on whether the Build Alternatives could promote economic or population growth in the vicinity of the Project, the impacts are relevant to long-term impacts of the Project. No growth inducement is anticipated during the construction phase of the Project. As a result, the impact analysis specific for each Build Alternative, design option, and MSF is described within the operational impacts sections.

7.1 Impact GRW-1: Growth Inducement

Impact GRW-1: Would a Build Alternative foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

7.1.1 Alternative 1 Washington Boulevard

7.1.1.1 Operational Impacts

As a transit infrastructure project, Alternative 1 is not anticipated to directly foster growth since no housing would be constructed as part of the Project. Alternative 1 is designed to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings associated with the Alternative 1; however, these benefits would not be great enough to induce development beyond levels that are already planned in the DSA, as explained below.

While housing development would not be directly induced by the project, there would be opportunities where Alternative 1 could serve as a "catalyst" for economic revitalization and growth in areas where development has already occurred. The Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report identifies opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment. These are summarized briefly here by station and are presented in greater detail in the Land Use and Planning Impacts Report.



- **Atlantic (Relocated/Reconfigured):** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Whittier:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Commerce/Citadel:** Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.
- **Greenwood:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses to meet the needs of residents, consistent with the *Montebello 1973 General Plan* goals and policies. Properties anticipated to be acquired around the proposed Greenwood station are industrial and commercial uses, including auto services and restaurants. Any anticipated development opportunities in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations, with a potential for joint-use development.
- **Rosemead:** Much redevelopment has already occurred; as a result, limited opportunities remain. Properties anticipated to be acquired around the proposed Rosemead station are commercial uses, including restaurants and miscellaneous services. Any potential opportunity for development in this area would be consistent with the *Pico Rivera General Plan* and *Rancho de Bartolo Specific Plan Amendment* development goals and policies, as well as existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations.

- **Norwalk:** Potential opportunities for development would be limited to existing commercial and vacant parcels. Los Angeles County's and the city of Santa Fe Springs' existing land use controls associated with land use and zoning designations would limit the intensity of redevelopment. Properties anticipated to be acquired around the proposed Norwalk station are commercial uses. Any opportunities for development in this area would be consistent with the *Los Angeles County General Plan* and *Santa Fe Spring 2040 General Plan* development goals, as well as existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations.
- **Lambert:** Potential development would be limited to development of existing commercial and vacant parcels. The city of Whittier's land use controls associated with land use and zoning designations would limit the intensity of redevelopment. Properties anticipated to be acquired around the proposed Lambert station are commercial uses. Any opportunities for development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies and regulations, including the *2021-2040 Envision Whittier General Plan*. With approximately 20 percent of the neighborhood surrounding the proposed station being currently residential, there is opportunity for joint-use development.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

Growth associated with these development opportunities would be consistent with current development and land use plans. As determined in the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report, development of Alternative 1 would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. Potential indirect effects related to Alternative 1 would include the future planning and development of TODs surrounding the proposed station areas. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. In addition, several jurisdictions in the corridor have completed or are in the process of developing their own individual station area plans. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. TOD planning can also be supported by Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income.

The Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report also indicates that Alternative 1 would not result in a significant land use impact. While this alternative would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas.

Overall, operation of Alternative 1 would have long-term benefits for the communities it traverses, furthering goals and policies for community investment within the DSA. In addition, Metro's Equity Platform can support TOD plans to better accommodate this community investment. Operation of the Project would have long-term mobility benefits for the communities in terms of travel time savings; however, these benefits are not great enough to induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with

jurisdiction over the DSA. As a result, operation of Alternative 1 would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Alternative 1 is not anticipated to foster unplanned growth either directly or indirectly, and less than significant growth-inducing impacts would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, operation of Alternative 1 with the Atlantic/Pomona Station Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. The proposed Atlantic/Pomona Station Option would have additional property displacement relative to the baseline option. This displacement would occur in the triangle parcel bounded by Beverly Boulevard to the south, Atlantic Boulevard to the east and Pomona Street to the north and would not be reverted back to its existing land use. Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses is consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. There also exist potential opportunities for joint-use development in the commercial parcels around the station, as there are existing residential uses nearby. Similar to Alternative 1, potential indirect effects related to the Atlantic/Pomona Station Option would include the future planning and development of TODs surrounding the proposed station areas. Metro would coordinate with local jurisdictions and Los Angeles County to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. As a result, operation of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant growth-inducing impacts.

Montebello At-Grade Option

As with the base Alternative 1, operation of Alternative 1 with the Montebello At-Grade Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Similar to Alternative 1, potential indirect effects related to the Montebello At-Grade Option would include the future planning and development of TODs surrounding the proposed station areas. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. As a result, operation of Alternative 1 with the Montebello At-Grade Option would have less than significant growth-inducing impacts.

7.1.1.2 Construction Impacts

Construction of Alternative 1 would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of Alternative 1 would have no direct or indirect growth-inducing impacts.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 1 with the Atlantic/Pomona Station Option would no direct or indirect growth-inducing impacts.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 1 with the Montebello At-Grade Option would have no direct or indirect growth-inducing impacts.

7.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.1.2.1 Operational Impacts

Operation of Alternative 2 would not result in substantial changes to the existing population in the GSA or DSA. Alternative 2 would not include development of new housing or businesses that would directly induce population growth. Alternative 2 is not designed to induce growth; rather, the intent is for the alternative to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings associated with the Alternative 2 relative to the No Project Alternative; however, these benefits would not be great enough to induce development beyond levels that are already planned in the GSA or DSA.

While housing development would not be directly induced by the project, there would be opportunities where Alternative 2 could serve as a “catalyst” for economic revitalization and growth in areas where development has already occurred. The Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report identifies opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment. These are summarized briefly here by station and are presented in greater detail in the Land Use and Planning Impacts Report.

- **Atlantic (Relocated/Reconfigured):** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.

- **Whittier:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Commerce/Citadel:** Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

Growth associated with these development opportunities would be consistent with current development and land use plans. As stated in the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report, development of Alternative 2 would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. While this alternative would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income. As a result, operation of Alternative 2 would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Alternative 2 is not anticipated to foster unplanned growth either directly or indirectly, and less than significant growth-inducing impacts would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 2, operation of Alternative 2 with the Atlantic/Pomona Station Option would not induce development beyond the development opportunities associated with the land use

plans, policies, and regulations of agencies with jurisdiction over the DSA. The proposed Atlantic/Pomona Station Option would have additional property displacement relative to the baseline option. This displacement would occur in the triangle parcel bounded by Beverly Boulevard to the south, Atlantic Boulevard to the east and Pomona Street to the north. Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the East Los Angeles County Community Plan land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby. Similar to Alternative 2, potential indirect effects related to the Atlantic/Pomona Station Option would include the future planning and development of TODs surrounding the proposed station areas. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. As a result, operation of Alternative 2 with the Atlantic/Pomona Station Option would have less than significant growth-inducing impacts.

7.1.2.2 Construction Impacts

Construction activities under Alternative 2 would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of Alternative 2 would have no direct or indirect growth-inducing impacts.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of Alternative 2 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 2 with the Atlantic/Pomona Station Option would no direct or indirect growth-inducing impacts.

7.1.3 Alternative 3 Atlantic to Greenwood IOS

7.1.3.1 Operational Impacts

Operation of Alternative 3 would not result in substantial changes to the existing population in the GSA or DSA. Alternative 3 would not include development of new housing or businesses that would directly induce population growth. Alternative 3 is not designed to induce growth; rather, the intent is for the alternative to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings associated with the Alternative 3 relative to the No Project Alternative; however, these benefits would not be great enough to induce development beyond levels that are already planned in the GSA or DSA.

While development would not be induced, there are opportunities where Alternative 3 could serve as a “catalyst” for economic revitalization and growth in areas where development has already occurred. The Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report identifies many opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment. These are summarized briefly here by station and are presented in greater detail in the Land Use and Planning Impacts Report.

- **Atlantic (Relocated/Reconfigured):** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Whittier:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Commerce/Citadel:** Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.
- **Greenwood:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses to meet the needs of residents, consistent with the *Montebello 1973 General Plan* goals and policies. Properties anticipated to be acquired around the proposed Greenwood station are industrial and commercial uses, including auto services and restaurants. Any anticipated development opportunities in this area would be consistent with existing land use characteristics (see **Section 6.1.4**), plans, policies, and regulations, with a potential for joint-use development.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

Growth associated with these development opportunities would be consistent with current development and land use plans. As stated in the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report, development of Alternative 3 would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. While this alternative would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income. As a result, operation of Alternative 3 would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Alternative 3 is not anticipated to foster unplanned growth either directly or indirectly, and less than significant growth-inducing impacts would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, operation of Alternative 3 with the Atlantic/Pomona Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. As a result, operation of Alternative 3 with the Atlantic/Pomona Station Option would have less than significant direct or indirect growth-inducing impacts.

Montebello At-Grade Site Option

As with the base Alternative 3, operation of Alternative 3 with the Montebello At-Grade Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. As a result, operation of Alternative 3 with the Montebello At-Grade Option would have less than significant direct or indirect growth-inducing impacts.

7.1.4 Construction Impacts

Construction activities would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of Alternative 3 would have no direct or indirect growth-inducing impacts.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, construction of Alternative 3 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 3 with the Atlantic/Pomona Station Option would have no direct or indirect growth-inducing impacts.

Montebello At-Grade Option

As with the base Alternative 3, construction of Alternative 3 with the Montebello At-Grade Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 3 with the Montebello At-Grade Option would have no direct or indirect growth-inducing impacts.

7.2 Maintenance and Storage Facilities

There are two potential MSF options being considered, the Commerce MSF site option and the Montebello MSF site option, as described in **Section 2.o**.

7.2.1 Operational Impacts

7.2.1.1 Commerce MSF

Operation of the Commerce MSF site option would not result in any substantial changes to the existing population in the GSA or DSA. Properties anticipated to be acquired around the Commerce MSF are mostly industrial uses including furniture manufacturing, vehicle parts stores and food suppliers. Operation of the Commerce MSF site option would be compatible with the surrounding industrial and commercial uses and would not induce development beyond levels that are already planned in the GSA or DSA. Given the large size of current workforce in the Los Angeles region as a whole, permanent employment opportunities associated with operations of the MSF facilities is not expected to cause population relocation. Therefore, operation of the Commerce MSF site option would have less than significant direct or indirect growth-inducing impacts.

7.2.1.2 Montebello MSF

Operation of the Montebello MSF site option would not result in any substantial changes to the existing population in the GSA or DSA. Properties anticipated to be acquired around the Montebello MSF are commercial and industrial uses including retailers, clothing and packaging businesses. Operation of the Montebello MSF site option would be compatible with the surrounding industrial and commercial uses and would not induce development beyond levels that are already planned in the GSA or DSA. Given the large size of current workforce in the Los Angeles region as a whole, permanent employment opportunities associated with operations of the MSF facilities is not expected

to cause population relocation. Therefore, operation of the Montebello MSF site option would have less than significant direct or indirect growth-inducing impacts.

Design Options

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would not result in any substantial changes to the existing population in the GSA or DSA. The Montebello MSF At-Grade Option would not induce development beyond that already planned in the GSA or DSA. Given the large size of current workforce in the Los Angeles region as a whole, permanent employment opportunities associated with operations of the MSF facilities is not expected to cause population relocation. Operation of the Montebello MSF At-Grade Option would be compatible with the surrounding industrial and commercial uses. Therefore, operation of the Montebello MSF At-Grade Option would have less than significant direct or indirect growth-inducing impacts.

7.2.2 Construction Impacts

7.2.2.1 Commerce MSF

Construction of the Commerce MSF site option would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the Commerce MSF would have no direct or indirect growth-inducing impacts.

7.2.2.2 Montebello MSF

Construction of the Montebello MSF site option would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the Montebello MSF would have no direct or indirect growth-inducing impacts.

Design Options

Montebello MSF At-Grade Option

Construction of the Montebello At-Grade MSF option would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the Montebello At-Grade MSF option would have no direct or indirect growth-inducing impacts.

8.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

8.1 GRW-1: Growth Inducement

Impact GRW-1: Would a Build Alternative foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

8.1.1 Alternative 1 Washington

As discussed in **Section 7.1.1**, Alternative 1 is not anticipated to directly foster growth since no housing would be constructed as part of the Project. Alternative 1 would have long-term mobility benefits for the communities in terms of travel time savings; these benefits would not be great enough to induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. As a result, construction and operation of Alternative 1, including the Montebello At-Grade Option, would not have significant growth-inducing impacts; therefore, no mitigation measures would be required.

8.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.2**, construction and operation of Alternative 2 would not have significant growth-inducing impacts; therefore, no mitigation measures would be required.

8.1.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.1.3**, construction and operation of Alternative 3, including the Montebello At-Grade Design Option, would not have growth-inducing impacts; therefore, no mitigation measures would be required.

8.1.4 Maintenance and Storage Facilities

As discussed in **Section 7.2**, construction and operation of the Commerce MSF site option or Montebello MSF site option, including the Montebello MSF At-Grade Option, would not have growth-inducing impacts; therefore, no mitigation measures would be required.

8.2 Mitigation Measure Applicability

As described above, none of the Build Alternatives, including design options, and/or MSF site options would have significant growth-inducing impacts. Therefore, no mitigation measures are required.

9.0 NO PROJECT ALTERNATIVE

9.1 Description

The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the DSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. This alternative would include the highway and transit projects in Metro's LRTP Update and the 2020 SCAG Regional Transportation Plan. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus implementing only currently planned and funded projects. Under the No Project Alternative, none of the proposed Build Alternatives, design options, or MSFs would be constructed or operated.

9.2 Impacts

The No Project Alternative occurs in an urban, densely developed area and does not bring additional service to a previously undeveloped or significantly underdeveloped area. As a result, the No Project Alternative would not require additional infrastructure (i.e., housing, roads, utilities, etc.) to support any growth that would accompany the alternative.

The No Project Alternative is not designed to induce growth; rather, the intent is for the No Project Alternative to preserve existing service levels and projects included in Metro's 2020 LRTP Update. Since the LRTP predicts that traffic will continually worsen in the absence of additional capacity, the No Project Alternative likely would contribute to deteriorating access and mobility within east Los Angeles County. As a result, there is no mobility or travel cost savings associated with the No Project Alternative or opportunities to induce development in the DSA.

The No Project Alternative would not provide new opportunities for land use connections, transit-oriented development, or higher density development patterns, or compliance with the federal guidance for transportation investments. As a result, the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report makes the determination that the No Project Alternative will not result in Project-related construction or operation impacts related to incompatibility with surrounding land uses or physical division of an established community.

Overall, the No Project Alternative would maintain existing conditions for transit in the DSA and would not generate any net new impacts from construction and/or operation. Additionally, there are no mobility or cost savings associated with the No Project Alternative to induce additional development to the DSA. As a result, no Project-related growth-inducing impacts are anticipated for the No Project Alternative.

10.0 SUMMARY OF ALTERNATIVES

Table 10-1 provides a summary of impacts for the No Project Alternative, three Build Alternatives, MSF site options and design options.

Table 10-1. Significant Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact GRW-1: Growth Inducement	No Impact	Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact

10.1 No Project Alternative

There would be no construction in the DSA associated with additional transit infrastructure investment or housing as a result of the No Project Alternative. The No Project Alternative would not have a direct or indirect growth-inducing impact.

Based on CEQA thresholds of significance, the No Project Alternative would not have a significant impact associated with growth-inducement because it would not include construction of any housing, commercial facilities, or infrastructure in the DSA that might foster growth.

10.2 Alternative 1 Washington + MSF

Alternative 1 and either the Commerce MSF or Montebello MSF site option MSF site options would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities.

Alternative 1 would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed stations and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. Thus, Alternative 1 and either the Commerce MSF or Montebello MSF site option would not foster unplanned growth directly or indirectly and have less than significant growth-inducing impacts.

10.2.1 Alternative 1 Washington + MSF + Design Options

Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities. Alternative 1 would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed station and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not result in an increase in demand or need for new public services or facilities. Thus, Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option, would not foster unplanned growth directly or indirectly, and have less than significant growth-inducing impacts.

10.3 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF

Alternative 2 and the Commerce MSF site option would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities. No physical alternations or deterioration would occur at public facilities given that the LRT guideway would run entirely underneath existing transportation ROW. Alternative 2 would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed station and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Thus, Alternative 2 and the Commerce MSF site option would not foster unplanned growth directly or indirectly and have less than significant growth-inducing impacts.

10.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF + Design Option

Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities. No physical alternations or deterioration would occur at public facilities given that the LRT guideway would run entirely underneath existing transportation ROW. Alternative 2 with the Atlantic/Pomona Station Option would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed station and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Thus, Alternative 2 with the Atlantic/Pomona Station Option and the

Commerce MSF site option would not foster unplanned growth directly or indirectly and have less than significant growth-inducing impacts.

10.4 Alternative 3 Atlantic to Greenwood IOS + MSF

Alternative 3 and either the Commerce MSF or Montebello MSF site option would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities. No physical alternations or deterioration would occur at public facilities due to its proximity to Alternative 3 and either MSF site option. Alternative 3 would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed station and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Therefore, Alternative 3 and either the Commerce MSF or Montebello MSF site option would not foster unplanned growth directly or indirectly and have less than significant growth-inducing impacts.

10.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options

Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce MSF site option, Montebello MSF site option, or Montebello MSF At-Grade Option would not induce unplanned population growth or dramatically stimulate development that would adversely impact the service ratios or increase the demand or need for new public services and facilities. No physical alternations or deterioration would occur at public facilities due to its proximity to Alternative 3 and either MSF site option. Alternative 3 would not require the acquisition and displacement of residential property. Properties anticipated to be acquired around the proposed station and MSF are commercial and industrial uses. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not result in an increase in demand or need for new public services or facilities. Therefore, Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce MSF site option, Montebello MSF site option, or Montebello MSF At-Grade Option would not foster unplanned growth directly or indirectly and have less than significant growth-inducing impacts.

11.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Patricia Macchi	Manager, Infrastructure Economics	MA – Economics, Boston University, 2007 BSc – Economics, Universidad Torcuato Di Tella, 2002 International Exchange Program – Universitat Pompeu Fabra, Barcelona, Spain, 2001	17
Srividya Santhanam	Manager, Infrastructure Economics	MS – Transportation Systems and Management, University of Virginia, 2008 BE – Civil Engineering, Birla Institute of Technology and Science, 2006	13
Alice Chen	Economist, Infrastructure Economics	MS – Environmental Science and Policy, University of Chicago, 2019 BS – Economics, Environmental Studies, University of Wisconsin–Madison, 2017	2

12.0 REFERENCES CITED

- California Department of Finance, Tables E-4 and E-5. Available at: <https://www.dof.ca.gov/forecasting/demographics/estimates/>. Accessed July 2021.
- City of Commerce. 2008. 2020 General Plan. Available at: <https://www.ci.commerce.ca.us/Home/ShowDocument?id=76>. Accessed January 2022.
- City of Montebello. 1973. General Plan. Available at: <https://www.cityofmontebello.com/general-plan.html>. Accessed August 4, 2021.
- City of Pico Rivera. 2014. General Plan. Available at: <https://www.pico-rivera.org/depts/ced/planning/plan.asp>. Accessed August 16, 2021.
- City of Santa Fe Springs. 2020. Re-Imagine Santa Fe Springs 2040 General Plan Vision. Available at: <https://www.reimaginesantafesprings.org/files/managed/Document/111/VisionGuidingPrinciples.pdf>. Accessed February 10, 2022.
- City of Whittier. 2021. Envision Whittier Draft General Plan. June. Available at: <https://www.cityofwhittier.org/home/showpublisheddocument/9500>. Accessed November 11, 2021.
- Los Angeles County, Metropolitan Transportation Authority (Metro). 2009. Long Range Transportation Plan, Final. Available at: http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf. Accessed September 2021.
- Los Angeles County. 2015. Los Angeles County 2035 General Plan. Los Angeles County Department of Regional Planning. Available at: <https://planning.lacounty.gov/generalplan>. Accessed February 9, 2022.
- State of California Employment Development Department, Labor Market Info. Available at: <https://www.labormarketinfo.edd.ca.gov/>. Accessed August 2021.
- Southern California Association of Governments (SCAG). 2020. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments - Connect SoCal. Available at: https://scag.ca.gov/sites/main/files/file-attachments/o903fconnectsocial-plan_o.pdf?1606001176. Accessed July 2021.
- U.S. Bureau of Labor Statistics. Available at: <https://data.bls.gov/pdq/SurveyOutputServlet>. Accessed July 2021.