

Appendix M Community and Neighborhood 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 M

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Prepared for:
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Acronyms

ACS	American Community Survey
APTA	American Public Transportation Association
BNSF	Burlington Northern Santa Fe
CEQA	California Environmental Quality Act
DSA	detailed study area
EIR	Environmental Impact Report
FMV	fair market value
GSA	general study area
I	Interstate
IOS	Initial Operating Segment
LACFD	Los Angeles County Fire Department
LAPD	Los Angeles Police Department
LASD	Los Angeles County Sheriff's Department
LBPD	Long Beach Police Department
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSE	mechanically stabilized earth
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices
NFPA	National Fire Protection Association
OCS	overhead catenary system

PIH	Presbyterian Intercommunity Hospital
Project	Eastside Transit Corridor Phase 2 Project
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	State Route
TBM	tunnel boring machine
TPSS	traction power substation

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to community and neighborhoods. 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 3.2 to 9.0 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 for certain environmental impact categories where the potential impacts would occur within an area that varies from the GSA or DSA. All specialized study areas are contained within the GSA. The study area for community and neighborhoods varies between the GSA and DSA.

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.

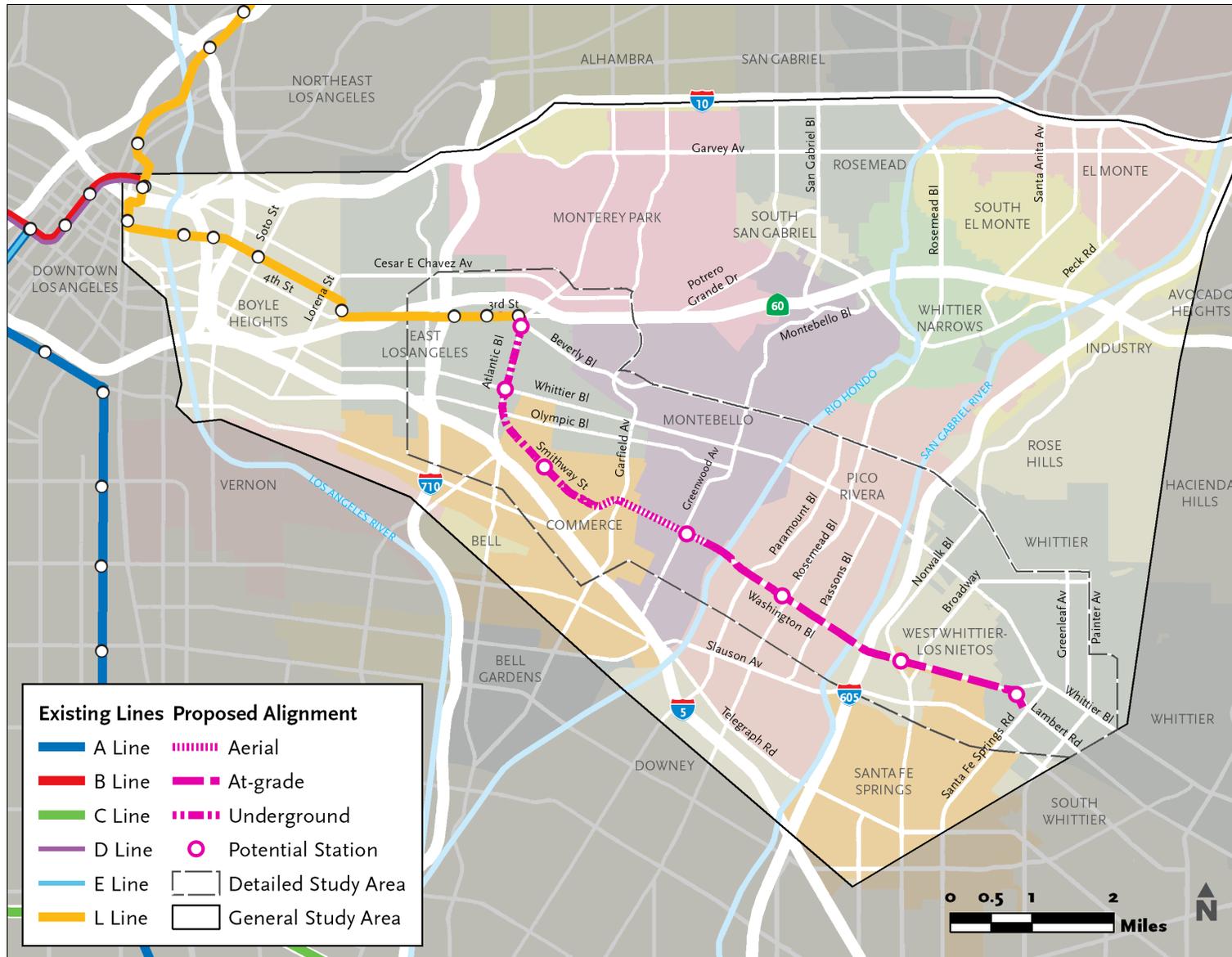
2.0 PROPOSED PROJECT AND ALTERNATIVES

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, January 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

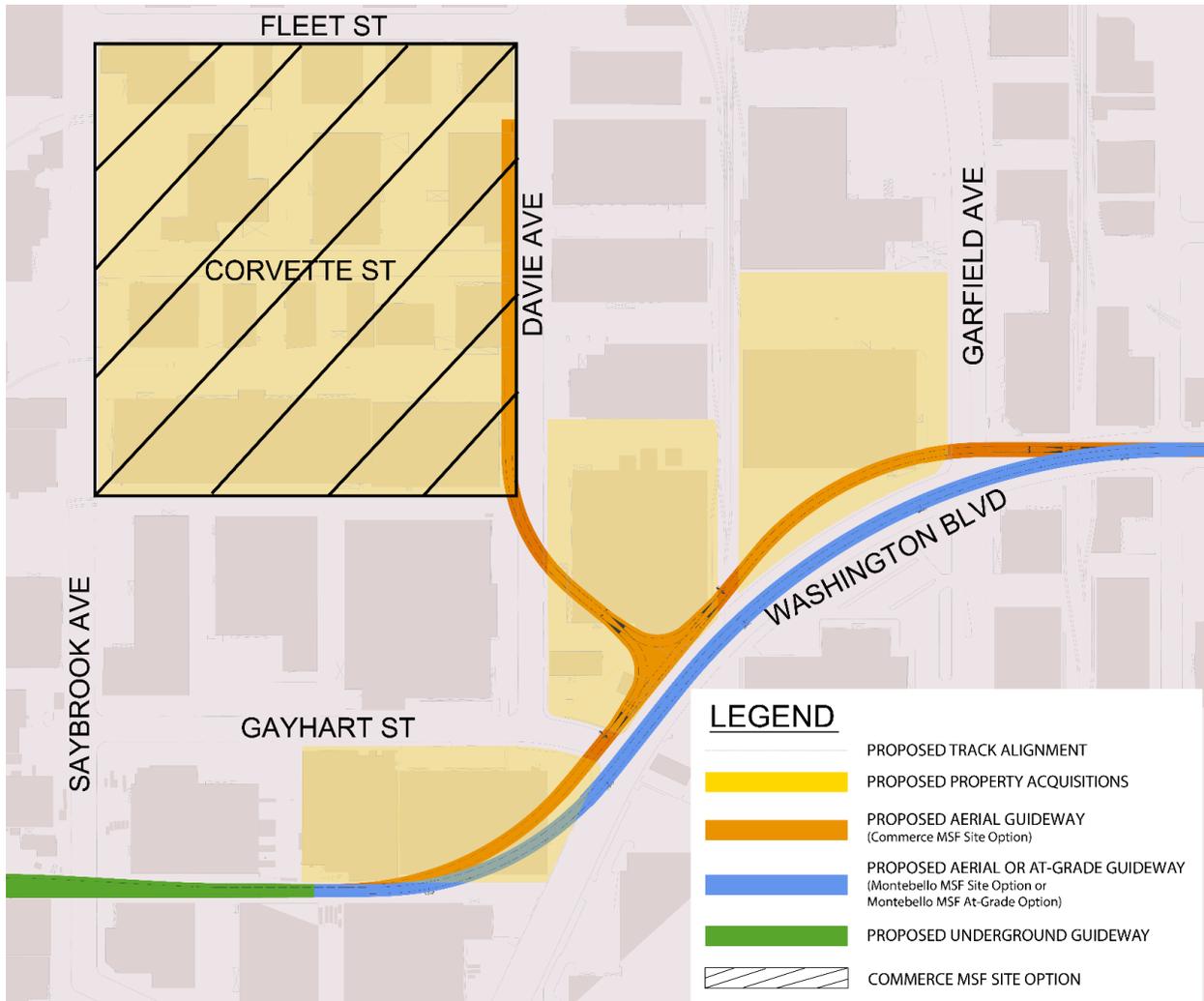
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition 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

3.1 Federal

There are no federal regulations applicable to population and housing impacts or pertaining to public services or parks and other recreational facilities.

3.1.1 National Fire Protection Code

The National Fire Protection Association (NFPA) has set forth a range of safety codes for a variety of environments and applications. The National Fire Protection Code —NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems —provides fire protection and life-safety requirements for underground, surface and elevated fixed guideway transit and passenger rail systems. This also includes storage facilities, train ways, stations, emergency ventilation systems, and communications and control systems. The purpose of NFPA 130 is to establish minimum requirements that will provide a reasonable degree of safety from fire and its related hazards in fixed guideway transit and passenger rail system environments. NFPA 130 regulates the type of materials, material fire safety properties (e.g., flammability, combustibility, and smoke production), and potential fire hazards.

3.2 State

3.2.1 California Fire Code

Title 24, Part 9 of the California Code of Regulations, also referred to as the California Fire Code, is part of the California Building Code and provides building standard regulations regarding fire protection and notification systems for residential and commercial buildings. It includes fire safety requirements and regulations, including: the implementation of fire protection devices such as fire extinguishers and smoke alarms; installation of sprinklers in all high-rise buildings; establishment of fire resistance standards for fire doors, building materials, and types of construction; fire apparatus access to buildings; and fire suppression training. The California Fire Code is applicable to all occupancies in California except if adopted local regulations are more stringent.

3.2.2 California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under State law, all sworn municipal and county officers are state peace officers.

3.2.3 California Public Park Preservation Act

The California Public Park Preservation Act of 1971 is codified as PRC Sections 5400–5409. Cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the acquired parkland.

3.2.4 California Relocation Act

The provisions of the California Relocation Act apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Relocation Act seeks to (1) ensure consistent and fair treatment of owners of real property, (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in the public land acquisitions process.

Owners of private property have state constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation. A just compensation amount is measured by the “fair market value” (FMV) of the real estate property interests and rights acquired, where FMV is considered to be the:

“Highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.” (Code of Civil Procedure Section 1263.320a.)

The establishment of FMV of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal.

3.2.5 Quimby Act

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county to require, by ordinance, the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

3.3 Local

3.3.1 Southern California Association of Governments

SCAG is the Metropolitan Planning Organization that oversees regional planning efforts for the six-county region consisting of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's planning efforts focus on strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the region. Adopted in September 2020, the SCAG's *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal projects growth in employment, population, and households at the regional, county, city, town and neighborhood levels. These projections take into account economic and demographic trends, as well as feedback reflecting on-the-ground conditions from SCAG's jurisdictions. The impacts analysis uses these projections to establish the magnitude of impacts related to growth.

3.3.2 Los Angeles County and Municipalities

All county and municipal jurisdictions in the state of California are required to maintain and update a general plan, which includes elements key to communities and neighborhoods, such as land use, housing, open space, conservation, parks and recreation, public services, and environmental resource management. At their discretion, municipalities may opt to include additional elements, which may also be relevant to communities and neighborhoods. The DSA includes portions of five local jurisdictions: the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as portions of unincorporated Los Angeles County. Relevant policies to population and housing, public services, and parks and recreation from the general plans and other applicable plans in each of the jurisdictions in the DSA are listed below.

The *General Plan of Los Angeles County* (2015) provides the regulatory framework for unincorporated areas of Los Angeles County (e.g., East Los Angeles and West Whittier/Los Nietos) pertaining to community-serving uses, safety and emergency response, parks and recreation, and public facilities:

- Land Use Policy 5.7: Provide direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
- Parks and Recreation Goal 1: Provide enhanced active and passive park and recreation opportunities for all users.
- Public Services and Facilities Goal 1: Provide a coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.

- Safety Policy 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.
- Safety Policy 4.1: Ensure that residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- Safety Policy 4.2: Support County emergency providers in reaching their response time goals.
- Safety Policy 4.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.
- Safety Policy 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

The *East Los Angeles Community Plan* (1988) provides the regulatory framework for the community of East Los Angeles pertaining to protecting community health, safety, and general welfare.

- Human Resources Goal: To promote more efficient delivery of services, such as health, public safety, education, etc.
- Land Use Policy: Maintain and enhance the quality of healthy and stable residential neighborhoods.
- Housing Policy: Encourage preservation, rehabilitation and maintenance of existing residential units which are structurally sound.
- Education Policy: Encourage the expansion of school facilities, especially in elementary schools, so that adequate acreage is provided.
- Public Safety Policy: Encourage community involvement in the prevention of crime and enforcement of laws.

The *Step by Step LA County: Pedestrian Plans for Unincorporated Communities* (County of Los Angeles 2019) provides a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles with a focus on disadvantaged communities that experience health inequities and challenges to safe walking and access. The program includes Community Pedestrian Plans for several unincorporated communities in Los Angeles County, including West-Whittier-Los Nietos. A plan for East Los Angeles is under development.

The following are goals and policies identified in the West-Whittier-Los Nietos Community Pedestrian Plan (2019).

- Goal 1 Safe Streets: Eliminate all fatalities and severe injuries involving people walking.
 - Policy SS-1: Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.



- Goal 2 Make Walking the Easy and Healthy Choice: Communities, streets, and sidewalks are designed to promote walking and healthy living.
 - Policy EH-1: Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.
 - Policy EH-2: Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.
 - Policy EH-3: Provide opportunities for community participation in creating safe and inviting pedestrian environments.
- Goal 3 Connectivity: Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.
- Goal 4 Equity: Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.
 - Policy EQ-2: Create a pedestrian network that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.
- Goals 5 Safe Communities: Address real and perceived personal safety concerns to encourage walking.
 - Policy SC-1: Implement community environmental design and community programs that enhance public safety.

The general plans of the municipal jurisdictions (in alphabetical order) provide the local regulatory framework for community and neighborhood resources.

- *City of Commerce General Plan* (City of Commerce 2008)
 - Population and Housing
 - Community Development Policy 5.2: Continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.
 - Community Development Policy 1.7: Promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway (as opposed to the use of alleyways).
 - Community Development Policy 5.2: Continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.
 - Housing Policy 1.1: Provide a diverse inventory of housing that meets the needs of those who desire to reside in the city.

- Housing Policy 1.2: Promote the development of a wide range of housing by location, type, and price to meet the existing and future needs of the city.
- Housing Policy 1.4: Promote the development of new housing for low-through upper-income households.
- Housing Policy 2.1: Continue to promote, maintain, and enhance the character and identity of the residential neighborhoods.
- Housing Policy 2.9: Protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.
- Public Services
 - Air Quality Policy 5.1: Ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any other impacts are mitigated to the fullest extent possible.
 - Air Quality Policy 5.2: Oppose the over-concentration of public facilities and improvements that provide benefits to the regional at large while adversely impacting the local community.
 - Resource Management Policy 6.2: Ensure that future public works projects in the region do not significantly adversely impact the community and its residents.
- Fire Services
 - Safety Policy 1.1: Strive to respond to all in-city emergency incidents within a five-minute or less response time.
 - Safety Policy 1.2: Continue to support the efforts of the fire department in the prevention and suppression of fires.
 - Safety Policy 1.5: Ensure that all street signs shall be clearly marked and visible to all emergency personnel.
 - Safety Policy 1.6: Ensure that the fire department will be included in the environmental review of any large development to ensure that fire prevention and suppression features have been considered in the overall design.
 - Safety Policy 1.7: Ensure that structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a timeframe established by the fire department.
- Police Services
 - Safety Policy 2.1: Ensure that law enforcement services continue to meet the public safety needs of the community.
 - Safety Policy 2.4: Require defensible space designs in all new developments.
 - Safety Policy 2.5: Encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems.
- Fire and Police Services

- Safety Policy 8.2: Provide public safety information focusing on the prevention of accidents that may be life-threatening or result in property damage.
- Safety Policy 8.3: Continue to provide adequate levels of emergency services to meet existing and projected demand through the maintenance of contracts with emergency service providers.
- Safety Policy 8.4: Continue to encourage coordination among city officials, and between the city and other agencies, that provides disaster response and relief services.
- Parks and Recreational Facilities
 - Resource Management Policy 5.1: Maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.
 - Resource Management Policy 5.3: Continue to upgrade existing facilities to improve park appearance and utility.
 - Resource Management Policy 6.1: Strive to ensure that park and open space is preserved and maintained for the use of existing and future residents of the city.
- *City of Montebello General Plan (City of Montebello 1973-75)*
- Population and Housing
 - Housing Policy (C): Determine special needs associated with specific segments of the population.
 - Circulation Objective 4: Provide adequate circulation system in the hills which serve major regional traffic generators, yet preserves areas which are attractive for residential, open space or recreational development.
- Public Services
 - Population Goal 2: Raise an awareness of the characteristics of the people of Montebello so that they may be more aptly served by their public facilities and programs.
- Fire and Police Services
 - Safety Policy 3.4: As development and population growth occurs, review service levels and adjust service accordingly to meet the demands of continued growth and development, tourism, and other factors which could change the needs for emergency services.
 - Safety Policy 3.5: Maintain communications with the fire department to ensure that the department is continually equipped and trained to respond to fires and other emergencies.
 - Safety Policy 5.1: Maintain and promote safety programs which create a sense of community security and well-being.

- Safety Policy 5.2: Locate, staff, and equip fire department and police department to meet established response times. Response time objectives are to be based on national standards.
- Safety Policy 6.3: Require that each new development be built incorporating the criteria of safety into the design.
- Safety Policy 7.2: Continue to use the development review process to project plans to the fire department and other reviewing agencies for fire safety review, including building materials, access, and circulation.
- Safety Policy 9.3: Utilize site planning mechanisms such as security lighting and well-designed parking lots to minimize crime opportunities.
- Parks and Recreational Facilities
 - Open Space Objectives 3: Provide a full range of park and recreational facilities and programs which are easily accessible to all residents of the community.
 - Open Space Policy 3: Open space areas should be provided or developed to serve the needs appropriate to their location.
 - Parks and Recreation Policy 1: preserve and maintain all existing park and recreational facilities within the city.
- *City of Pico Rivera General Plan (City of Pico Rivera 2014)*
 - Population and Housing
 - General Housing Policy 2: Preserve and maintain existing residential neighborhoods.
 - Public Services
 - Transit Service Expansion Policy 10.2-1: Work with appropriate providers to expand transit service throughout Pico Rivera especially along major transportation corridors, and to key locations such as employment centers, grocery stores, medical offices, schools, libraries, parks, and other civic facilities.
 - Development Patterns Policy 10.6-1: Promote development patterns that reduce commute times, provide public space for people to congregate and interact socially, that encourage civic participation and foster safe and attractive environments.
 - Access to Key Locations Policy 5.1-5: Provide multimodal access throughout the city, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores.
 - Adequate Facilities Policy 3.10-1: Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents.
 - Location Policy 3.10-2: Locate new parks, community centers, schools and other public facilities to be easily accessible by local residents, facilitate opportunities for joint use and enhance neighborhood interaction and identity.

- School Services Policy 10.10-1: Support public school districts and private schools in providing educational services.
- School Capacity Policy 10.10-2: Work with local school districts to ensure that school facilities have sufficient capacity to meet the needs of current and projected enrollment, within the limits of State law.
- Fire Services
 - Community Facilities Policy B.5.1: Ensure that the design of new development discourages opportunities for criminal activities to the maximum extent feasible.
 - Community Facilities Policy B.5.2: Ensure that sheriff and fire services are maintained at the standards described in Table II-6 of the General Plan.
 - Community Facilities Policy B.5.3: Promote community neighborhood involvement in crime and fire prevention activities.
 - Community Facilities Policy 6.3-1 Service Standards. Coordinate with the fire department to maintain the following fire and emergency service standards as recommended by the Insurance Services Office, Inc. and the NFPA:
 - Four-minute response time for the first arriving fire company for 90 percent of incidents.
 - Eight-minute response time for arrival of multiple fire companies for 90 percent of incidents.
 - Four-person minimum staffing of fire companies.
 - Fire Confinement Success Rate – holding structure fires to floor or origin (i.e., preventing the fire from spreading to additional floors after first arrival on the scene) for 90 percent of incidents.
 - Fire Company Reliability – handling calls for services within assigned station for 90 percent of incidents.
 - Community Facilities Policy 6.3-2 Effective Service. Maintain adequate staffing, equipment, technology, and training to provide effective and efficient fire protection and emergency medical services within the city.
 - Community Facilities Policy 6.3-4 Enforcement of Codes. Continue to enforce all relevant codes and ordinances for existing buildings and new construction to reduce the risk of fire hazards.
 - Community Facilities Policy 6.3-6 Review of Development Proposals. Continue to include the fire department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.
 - Community Facilities Policy 6.3-7 Mutual Aid. Continue to coordinate with appropriate fire protection agencies to provide mutual aid during emergency situations.
- Police Services

- Community Facilities Policy 6.2-1 Service Standards. Coordinate with the sheriff's department to maintain the following law enforcement standards in the city:
 - Four-minute average response time for emergency calls;
 - Ten-minute average response time for non-emergency calls; and
 - Staffing levels of one officer per 1,000 residents.
- Community Facilities Policy 6.2-2 Adequate Equipment. Maintain adequate levels of equipment to provide effective and highly visible law enforcement services within the city.
- Community Facilities Policy 6.2-4 Defensible Space. Incorporate defensible space security and design features in new and retrofitted development to minimize opportunities for criminal activity. Such features should include:
 - Well-lit and visible streets and street names, building entrances and addresses, recreation areas, and parking areas.
 - Limited access into and between buildings to reduce escape routes and to make undetected entry difficult.
 - Landscaping that permits surveillance of open areas and entryways and avoids creating places for concealment.
 - Emergency vehicle access around buildings to the extent feasible within multiunit residential and nonresidential developments.
 - Elimination of the potential for roof access via stacked pallets, flag poles, and other means within multiunit residential and nonresidential developments.
 - Conduct a study of alleyways within the city and determine if they should be abandoned and how to make alleyways safer.
- Community Facilities Policy 6.2-6 Graffiti Abatement. Continue to work with various agencies to fund aggressive graffiti enforcement and abatement programs and require removal of graffiti that is in public view.
- Community Facilities Policy 6.2-8 Mutual Aid. Continue to coordinate with the sheriff's department, area police departments, and other appropriate law enforcement agencies to promote regional cooperation and provide mutual aid during emergency situations.
- Parks and Recreational Facilities
 - Open Space and Landscaping Policy 3.5-4: Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features.
 - Existing Facility Improvement Policy 10.7-2: Improve, rehabilitate, and expand existing park and recreation facilities, as funding is available, to meet the needs of Pico Rivera residents, employees, and visitors.

- The *Santa Fe Springs 2040 General Plan* (City of Santa Fe Springs 2021)
 - Population and Housing
 - Housing GOAL H-1: Long-established housing and neighborhoods in Santa Fe Springs that are maintained and enhanced.
 - Housing Policy H-1.1: Neighborhood Preservation. Preserve the character, scale, and quality of established residential neighborhoods.
 - Housing Goal H-2: A range of available housing types, densities, and affordability levels to meet the diverse needs of the community, including a balance between ownership and rental units.
 - Land Use
 - Land Use Goal LU-4: A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places.
 - Land Use Policy LU-1.1: Small Community Character. Retain the City's small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development into the community fabric.
 - Land Use Policy LU-1.4: Transit-Oriented Development. Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.
 - Land Use Goal LU-8: Vibrant mixed-use, pedestrian-friendly districts around transit stations.
 - Land Use Policy LU-8.1: Transit-Oriented Development. Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.
 - Land Use Goal LU-9: QUALITY OPEN SPACES AND URBAN GREENERY CITYWIDE
 - Land Use Policy LU-9.1: Parks and Open Space. Preserve, protect, and maintain parks and recreation facilities as critical spaces in Santa Fe Springs, recognizing that such uses contribute to a local high quality of life.
 - Land Use Policy LU-9.2: Private and Common Open Space. Require the provision of adequate on-site open space and communal areas for industrial developments, and all residential types and densities.
 - Land Use Goal LU-10: Equitable access to and distribution of public facilities.
 - Fire Services
 - Safety Goal S-4: Minimized risk of urban fires and their associated adverse effects.
 - Safety Goal S-7: A fire department that responds effectively to the needs of the community.
 - Safety Policy S-7.1: Adequate Fire Suppression Resources. Ensure that the City has adequate Fire Department resources to meet response time standards, keep pace with growth, and provide a high level of service.



- Safety Policy S-7.7: Fire Prevention Services. Provide effective fire prevention services through the review of proposed development projects, evaluation of industrial operations and facilities, examination of the transport of hazardous materials, and identification of oil and gas pipeline networks.
- Police Services
 - Safety Goal S-8: A highly responsive, well equipped police force attuned to community needs.
 - Safety Policy S-8.1: Adequate Law Enforcement Resources. Maintain adequate resources (stations, personnel, and equipment) to enable the police services to meet response time standards, provide high levels of service, use modern law enforcement practices, and serve as safety ambassadors within the community.
 - Safety Policy S-8.8: Service Delivery. Provide high levels of fair and equitable service and continue to promote the use on non-sworn public safety personnel to maximize the efficiency of sworn police personnel.
- Parks and Recreational Facilities
 - Open Space/Conservation Goal COS-1: A vibrant park system that meets evolving community needs.
 - Open Space/Conservation Policy COS-1.6: Maintenance. Ensure that the parks and recreation system is operated, maintained, and renovated to achieve user safety and security, sustainability elements, and user satisfaction.
- *City of Whittier 2021-2040 Envision Whittier General Plan (City of Whittier 2021)*
 - Land Use
 - Land Use Goal LU-4: A dynamic mix of businesses, uses, and employment that sustains a strong local economy, with design qualities that contribute to their success.
 - Land Use Policy 1.2: Maintain the quality and character of established housing stock and historic residential neighborhoods.
 - Land Use Goal 5: Urban recreation and open spaces and experiences that contribute to complete neighborhoods for all residents.
 - Public Services
 - Housing Policy 1.6: Encourage a full range of public improvements and services to provide for the needs of all residential neighborhoods.
 - Land Use Policy 2.7: consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development.
 - Emergency Services
 - Public Safety Noise, and Health Goal 2: Superior law enforcement and public safety services.
 - Public Safety Noise, and Health Policy PSNH 2.1: Provide the highest possible quality of fire, police, and health protection for all Whittier residents.



- Public Safety Noise, and Health Policy PSNH 2.12: Ensure that Police Department equipment and facilities are maintained at levels that meet modern standards of safety, dependability, and efficiency.
- Public Safety Noise, and Health Policy PSNH2.1: Provide the highest possible quality of fire, police, and health protection for all Whittier residents.
- Public Safety Noise, and Health Policy Goal 3: Reduce risk of fire and minimized consequences from fire events.
- Public Safety Noise, and Health Policy PSNH 3.2: Ensure that the City has adequate Fire Department resources (fire stations, personnel, and equipment) to meet response time standards, keep pace with growth, and provide a high level of service to the community.
- Public Safety Noise, and Health Policy PSNH-3.5: Maintain code enforcement programs that require private and public property owners to minimize fire risks by maintain buildings and properties to prevent blighted conditions, removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds) and removing litter, rubbish, and illegally dumped items from properties.
- Public Safety Policy 5.2: Continue to provide programs that deter crime and violence in Whittier and the surrounding area.
- Public Safety Policy 5.3: Encourage neighborhood groups to assist the police in crime prevention and law enforcement.
- Public Safety Policy 5.4: Develop programs for discouraging crime and gang violence in the city.
- Public Safety Policy 5.5: Work with other agencies and jurisdictions to promote safe driving to minimize traffic accidents.
- Parks and Recreational Facilities
 - Natural Resources and Conservation Goal 1: Preserve and protect natural open spaces that contain significant natural resources, including sensitive biological resources, native habitats, and vegetation communities supporting wildlife species.
 - Natural Resources and Conservation Policy RM-1.1: Preserve open space areas with a diversity of habitats and plants native to Whittier while balancing the community's recreational scientific, economic, educational, and scenic needs.
 - Natural Resources and Conservation Goal 9: Create a superior system of Parks, recreation facilities, amenities, green spaces, and open spaces accessible to all Whittier residents.
 - Natural Resources and Conservation Policy RM-9.1: Provide a system of park, recreation facilities, and green spaces that allows any resident to access those facilities via an easy 10-minute walk or bike ride.
 - Natural Resources and Conservation Goal 10: Provide residents of all ages, cultures, and incomes with a range of recreation opportunities to meet multigenerational, environmental, and recreation interests.

- Natural Resources and Conservation Policy RM-10.1: Improve existing and build new park spaces and recreation facilities responding to the community's changing demographic needs.
 - Natural Resources and Conservation Policy RM-10.2: Enhance park aesthetics, lighting, and design to provide safe and environmentally responsible park and recreation spaces.
 - Natural Resources and Conservation Policy RM-10.3: Provide distinctive parks and recreation facilities that support places for social interaction, neighborhood/community identity, beauty, and livability through unique cultural, historic, and environmental features such as artwork, historic building, heritage trees, etc.
 - Public Safety Noise, and Health Policy PSNH-9.9: Improve access to public facilities, services, and recreation and health programming that can be used for open space and/or recreation activities, with prioritization with Disadvantaged Communities.
- *City of Whittier Bicycle Transportation Plan (City of Whittier 2013)*
 - Provide access that meets minimum safety criteria established by the State, County and City for bicyclists of all ages and levels of skill.
 - Allow for comprehensive accessibility throughout all areas of the City for alternate modes of transportation, specifically bicycles and provide for multimodal connection with public transit.
 - Achieve a functional bikeway system to meet the commuting and recreational needs of the community.
 - Improve bikeway route connections to the Whittier Greenway and across City and County jurisdictional boundaries.
 - The San Gabriel Regional Active Transportation Plan (2019) guides the development and maintenance of a comprehensive active transportation network and supportive non-infrastructure programs in the San Gabriel Valley, including Montebello.
 - Goal 2: Create a Safer Environment for Walking, Bicycling, and Using Other Active Modes in the San Gabriel Valley
 - Goal 3: Encourage Walking, Bicycling, and Using Other Active Modes as Part of the San Gabriel Valley's Culture

3.3.3 Metro

3.3.3.1 Grade Crossing Safety Policy for Light Rail Transit

Metro's *Grade Crossing Safety Policy for Light Rail Transit* (2010) provides a structured process for evaluating potential grade separations versus at-grade operation along light rail lines. The policy describes a three-step process.

- Milestone 1: Initial Screening. A preliminary planning-level assessment of roadway crossings based upon readily available, planning-level data for roadway volumes and proposed train frequencies leading to an initial categorization of roadway crossings into three groups:
 - At-Grade Should be Feasible
 - Possible At-Grade Operation
 - Grade Separation Usually Required
- Milestone 2: Detailed Analysis. This milestone is a detailed evaluation of operations, taking into account peak period, movement-by-movement analysis of roadway traffic in conjunction with an assessment of potential impacts to rail operations due to priority control. It provides a more refined assessment of feasibility of at-grade operation and identifies operational trade-offs between roadway traffic conditions and rail operations. This review includes an initial assessment of safety issues based on site-specific evaluation of geometric conditions and observed and/or projected use of proposed crossings. It results in a preliminary determination of locations that may be operated at-grade versus grade-separated.
- Milestone 3: Verification. This step includes the process of developing consensus regarding the proposed design solution with local constituencies, including other involved agencies and the community as appropriate. This step may include preliminary engineering studies and cost estimates for alternative treatments. It may also include refinement of projected traffic volumes and validation of traffic and rail operations using simulation modeling. Finally, it may include additional effort on safety issues and countermeasures. At the end of this milestone, it is expected that all technical studies will have been completed leading to a final recommendation by Metro for the crossing configuration.

3.3.3.2 Rail System Emergency Response Plan

Metro's *Rail System Emergency Response Plan* (1999) establishes guidelines for standard operating policy and procedures for the mobilization of Metro employees and resources during an emergency. The plan is shared with other public safety organizations and agencies to provide a fast, controlled, and coordinated response to the various emergencies that may occur on the Metro rail system. The goal of the plan is to establish guidelines that would impact the fewest number of responders, allowing the emergency to be mitigated with as little impact to the system as practicable and service to be restored as quickly as possible.

The following objectives must be met in the Rail System Emergency Response Plan:

- Minimize potential danger to passengers, employees, and others during emergency incidents;
- Maximize the effectiveness of Metro during an emergency incident;
- Ensure there is proper investigation into the cause of the incident; and
- Restore service or provide alternative service at the earliest possible time.

3.3.3.3 Metro Rail Design Criteria

Metro's *Rail Design Criteria* (2013) identify the methods to construct, maintain, and monitor the relative safety of LRT facilities. It was most recently updated with the 2018 adoption of the *Metro Systemwide Station Design Standards Policy*. It provides specific direction regarding the categorization of potential hazards and the actions, including suspension of LRT operations, should a potential safety and security risk arise. Metro's *Rail Design Criteria* require the preparation of a Functional Hazard Analysis that analyzes the potential for a loss or malfunction of each and every LRT operational function and categorizes its effect on the equipment, personnel, patrons and general public to determine the associated hazard level (Category I, II, III, IV), as defined in the *American Public Transportation Association (APTA) Manual for the Development of Urban Rail Agency System Safety Program Plans* (2012). The *Rail Design Criteria* also outline the following basic methods of resolving or addressing any potential safety and security concerns:

- Elimination through design/redesign
- Minimization through the provision of additional safety features
- Installation of warning devices to shall be used to detect the condition and to generate an adequate warning signal to correct the hazard or to provide for operating personnel/public reaction
- Specialized procedures and training

The Fire/Life Safety Design Criteria establish minimum requirements to provide a reasonable degree of safety from fire and its related hazards. These standard criteria cover fire protection requirements for underground, surface, elevated, trench and raised embankment fixed guideway transit systems including guideways, vehicles, transit stations, vehicle maintenance and storage areas. Fire safety is achieved by integrating facility design, operating equipment, hardware, procedures, and software subsystems to protect life and property from the effects of fire. The criteria pertain to station and guideway facilities, passenger vehicles, maintenance and storage facilities, system fire/life safety procedures, communications, rail operations control, and inspection, maintenance, and training.

3.3.3.4 Other Protective Measures

Metro's other protective measures related to safety and security are as follows:

- Cameras installed at Metro facilities to permit live video surveillance and recording
- Direct communication with the Transit Dispatch/Emergency Response Center to address incidents as they arise
- Four quadrant gates installed at various high-risk highway/LRT grade crossings to deter motorists from driving around the lowered gates
- Pedestrian swing gates and pedestrian automatic gates installed at various pedestrian paths that cross LRT tracks to deter unsafe pedestrian movement
- Photo enforcement equipment installed at various crossings along the Metro rail system to record grade crossing violations and discourage motorists from driving around lowered gate arms and making illegal left turns

4.0 METHODOLOGY

The impacts analysis of the Build Alternatives on the existing population and housing, public services, and park and recreational facilities was prepared according to Appendix G of the State CEQA Guidelines.

4.1.1 Population and Housing

Demographic information (i.e., population, household, employment) and housing unit data were collected at the census tract level from the U.S. Census Bureau American Community Survey (ACS), 5-year Estimates, 2015-2019, and at the jurisdictional level from SCAG's Connect SoCal (2020-2045 Regional Transportation/Sustainable Communities Strategy). A qualitative assessment of impacts on population and housing was conducted based on the Build Alternatives' anticipated effect to existing and projected growth within the GSA and the potential indirect effects on housing. Additionally, the potential for direct effects on housing, including potential displacement due to Project construction, is evaluated within the DSA.

4.1.2 Public Services

Fire and police stations are identified within the DSA to address whether the Build Alternatives would affect emergency response times and capabilities resulting in the need for new or expanded facilities to maintain adequate levels of service, as well as the potential for any fire and police stations within the DSA to be directly impacted as a result of new construction or operations. In addition, the assessment also considers the potential for change in population characteristics and criminal activity that may result in increased demand or other needs for new or physically altered public safety facilities to maintain adequate levels of service. Schools and other public facilities (i.e., libraries and governmental centers public facilities) are identified within 0.25 miles of the Build Alternatives to address the potential for any direct impacts to facilities or access to such facilities, and to assess the potential for indirect impacts on levels of service if the Build Alternatives were to induce new population growth to the region. Each public facility and service is qualitatively assessed to determine the potential for the Build Alternatives to result in the need for such facilities to make physical alterations to maintain levels of service that could result in environmental impacts.

4.1.3 Parks and Recreation

Parks and recreational facilities are identified within 0.25 miles of the Build Alternatives. A qualitative assessment of impacts on parks and recreational facilities evaluates the potential for the Build Alternatives to generate new growth that would burden existing parks and recreation facilities, resulting in deterioration of those facilities and/or generating the need for new facilities.

5.0 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to population and housing if it would:

Impact CMN 1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new housing and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact CMN 2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

A Build Alternative would have a significant impact related to public services if it would:

Impact CMN 3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire protection
- Police protection
- Schools
- Parks
- Other public facilities

A Build Alternative would have a significant impact related to parks and recreation if it would:

Impact CMN 4: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Impact CMN 5: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

6.0 EXISTING SETTING

6.1 Population and Housing

The GSA is approximately 82 square miles, or about two percent of Los Angeles County geographically. It includes all or portions of 19 cities and areas of unincorporated Los Angeles County. Per the SCAG 2020 RTP/SCS, Los Angeles County’s population was estimated at 10,407,326 persons and is anticipated to increase by approximately 0.5 percent annually and 12.2 percent by 2045. As shown in **Table 6-1**, by 2045, the cities in which the GSA is located are anticipated to grow between 0 to 0.8 percent annually in population and between 0 to 19 percent by 2045. As shown in **Table 6-2**, the number of households is anticipated to grow from 0 to 1.16 percent annually in the GSA and 0.75 percent in Los Angeles County. As shown in **Table 6-3**, the annual employment growth rate is expected to be between 0 to 0.74 percent in the GSA and 0.45 in Los Angeles County. Thus, the jurisdictions in the GSA have varied rates of population, household and employment growth, and there are areas with growth rates that are both greater and less than the Los Angeles County average. Because population and housing trends occur at the regional level, the GSA is the appropriate scale for this type of analysis.

Table 6-1. GSA Population Trends

Geography	2020 Population	2045 Population	Total % Growth (2020 to 2045)	Average Annual Growth per Year
Alhambra	87,218	91,215	4.6%	0.18%
Baldwin Park	76,230	81,691	7.2%	0.29%
Bell	36,498	37,070	1.6%	0.06%
Bell Gardens	42,967	44,337	3.2%	0.13%
Commerce	13,172	13,759	4.5%	0.18%
Downey	113,998	119,207	4.6%	0.18%
El Monte	115,533	137,503	19.0%	0.76%
Industry	440	440	0.0%	0.00%
Los Angeles	4,105,974	4,771,326	16.2%	0.65%
Montebello	64,353	67,808	5.4%	0.21%
Monterey Park	61,983	65,591	5.8%	0.23%
Norwalk	105,766	106,989	1.2%	0.05%
Pico Rivera	63,905	67,387	5.4%	0.22%
Rosemead	55,248	60,257	9.1%	0.36%
San Gabriel	41,217	45,836	11.2%	0.45%
Santa Fe Springs	18,368	20,627	12.3%	0.49%
South El Monte	21,026	22,613	7.5%	0.30%
Vernon	211	211	0.0%	0.00%
Whittier	89,731	98,904	10.2%	0.41%
Los Angeles County	10,407,326	11,673,937	12.2%	0.49%
SCAG Region	19,517,731	22,503,899	15.3%	0.61%

Source: SCAG, 2020 Connect SoCal RTP/SCS.

Table 6-2. GSA Household Trends

Geography	2020 Households	2045 Households	Total % Growth (2020 to 2045)	Average Annual Growth per Year
Alhambra	30,304	32,031	5.7%	0.23%
Baldwin Park	17,311	19,234	11.1%	0.44%
Bell	8,994	9,214	2.4%	0.10%
Bell Gardens	9,732	10,216	5.0%	0.20%
Commerce	3,447	3,684	6.9%	0.28%
Downey	32,840	34,072	3.8%	0.15%
El Monte	28,172	36,343	29.0%	1.16%
Industry	64	64	0.0%	0.00%
Los Angeles	1,436,882	1,793,035	24.8%	0.99%
Montebello	19,418	21,066	8.5%	0.34%
Monterey Park	20,370	22,209	9.0%	0.36%
Norwalk	26,812	27,280	1.7%	0.07%
Pico Rivera	16,778	18,475	10.1%	0.40%
Rosemead	14,462	16,508	14.1%	0.57%
San Gabriel	12,992	15,269	17.5%	0.70%
Santa Fe Springs	5,546	6,461	16.5%	0.66%
South El Monte	4,743	5,298	11.7%	0.47%
Vernon	76	76	0.0%	0.00%
Whittier	30,472	33,474	9.9%	0.39%
Los Angeles County	3,471,759	4,119,336	18.7%	0.75%
SCAG Region	6,333,458	7,633,451	20.5%	0.82%

Source: SCAG, 2020 Connect SoCal RTP/SCS.

Table 6-3. GSA Employment Trends

Geography	2020 Employment	2045 Employment	Total % Growth (2020 to 2045)	Average Annual Growth per Year
Alhambra	37,861	40,634	7.3%	0.29%
Baldwin Park	25,023	26,531	6.0%	0.24%
Bell	12,516	13,187	5.4%	0.21%
Bell Gardens	9,683	10,289	6.3%	0.25%
Commerce	53,865	56,038	4.0%	0.16%
Downey	43,315	45,822	5.8%	0.23%
El Monte	31,345	37,109	18.4%	0.74%
Industry	80,388	80,388	0.0%	0.00%
Los Angeles	1,890,709	2,135,892	13.0%	0.52%
Montebello	29,684	31,294	5.4%	0.22%
Monterey Park	45,869	48,022	4.7%	0.19%
Norwalk	26,421	28,126	6.5%	0.26%
Pico Rivera	25,294	27,150	7.3%	0.29%
Rosemead	16,673	18,070	8.4%	0.34%
San Gabriel	15,151	16,682	10.1%	0.40%
Santa Fe Springs	57,831	60,979	5.4%	0.22%
South El Monte	16,944	17,724	4.6%	0.18%
Vernon	43,675	44,567	2.0%	0.08%
Whittier	36,393	38,900	6.9%	0.28%
Los Angeles County	4,838,458	5,382,235	10%	0.45%
SCAG Region	8,695,427	10,048,822	13%	0.62%

Source: SCAG, 2020 Connect SoCal RTP/SCS.

As shown in **Table 6-4**, there are 119,759 persons living in the census tracts that are within 0.5 miles of the stations along the full alignment (Alternative 1 Washington). Of those persons, 49 percent report as a Minority and 51 percent report as White only (non-Hispanic or Latino) according to the 2015-2019 ACS 5-Year population estimates. In addition, 34 percent of the total population is either a student (21 percent) or senior (13 percent) who may be transit-dependent. Around 15 percent of people within 0.5 miles of stations are transit-dependent and below the federal poverty level.

As shown in **Table 6-5**, of the total number of housing units, 44.5 percent are owner occupied and 50.8 percent are renter occupied. In comparison, there are a low number of vacant units (4.5 percent). The median home value is estimated at around \$483,274 under 2019 conditions. The median household income is \$59,420 annually and the average household size is 3.6 persons per household.

Table 6-4. General Demographic Characteristics of Census Tracts within 0.5 Miles of Stations

	Persons	% of Population
RACE		
White	60,584	51%
Black or African American	1,238	1%
American Indian and Alaska Native	1,014	1%
Asian	5,155	4%
Native Hawaiian / Other Pacific Islander	170	0%
Some other race	49,122	41%
Two or more races	2,476	2%
ETHNICITY		
Hispanic or Latino (of any race)	106,823	N/A
TRANSIT-DEPENDENT POPULATION GROUPS		
Students Age 5-19	25,062	21%
Age 65+ Years	14,802	13%
MODE OF TRANSPORTATION TO WORK		
Car, Truck or Van – Drove Alone	41,143	77%
Car, Truck or Van – Carpool	5,987	11%
Public Transportation for Work	2,650	5%
Work from Home	1,421	3%
Walked	1,327	2%
Taxicab, Motorcycle, Bicycle or other Means	731	1%
POVERTY LEVELS		
Total Population Below Poverty Level	18,205	15%

Source: 2015-2019 American Community Survey (ACS) 5-Year Estimates for Census Tracts.

Table 6-5. Housing Characteristics of Census Tracts within 0.5 Miles of Stations

	Persons	% of Population
HOUSING		
Total Housing Units	198,522	NA
Vacant Units	9,054	4.5%
Occupied	189,468	95.4%
Owner-Occupied	88,460	44.5%
Renter-Occupied	101,008	50.8%
HOUSEHOLDS		
Total Population	119,759	NA
Median Home Value	\$483,274	NA
Median Household Income	\$59,420	NA
Average Household Size of Owner-Occupied	3.67	NA
Average Household Size of Renter-Occupied	3.52	NA

Source: 2015-2019 American Community Survey (ACS) 5-Year Estimates for Census Tracts.

6.2 Public Services

6.2.1 Fire and Police Protection

6.2.1.1 Metro

Policing of Metro facilities is shared between the Los Angeles County Sheriff's Department (LASD), Los Angeles Police Department (LAPD), and Long Beach Police Department (LBPD). The LAPD and LBPD handle much of the policing in the cities of Los Angeles and Long Beach, respectively, with the LASD handling areas outside those cities, including the area within the DSA. In contrast with general trends such as housing and population, emergency services are best analyzed on a more local scale – vehicles and personnel operate out of stations at specific sites and typically serve a defined service area – making the DSA the appropriate geography for analysis.

On the Metro system, quality of life enforcement, such as responding to serious crimes, is the primary duty of these law enforcement agencies. In addition, under the direction of these agencies, Metro's in-house transit security officers and contracted private security personnel primarily focus on fare evasion and passenger complaints and generally do not respond to more serious crime events. With the exception of the existing Metro L (Gold) line stations in East Los Angeles, there is currently no rail transit service that requires policing in the DSA.

6.2.1.2 Local

Fire prevention, protection, and emergency medical services in the DSA are provided by the Los Angeles County Fire Department (LACFD) in unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos) and the cities of Commerce, Pico Rivera, and Whittier. These services

are provided by the Montebello Fire Department and Santa Fe Springs Department of Fire-Rescue in Montebello and Santa Fe Springs, respectively.

Law enforcement, police services, and civil processes in the DSA are provided by the LASD in unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos) and the cities of Commerce and Pico Rivera. These services are provided by the Montebello Police Department in Montebello and the Whittier Police Department in Whittier and Santa Fe Springs.

Table 6-6 and **Table 6-7** identify the fire stations and police and sheriff departments, respectively, within the Alternative 1 DSA and **Figure 6.1** shows their locations. The LACFD Fire Station 50 located at Saybrook Avenue in Commerce and Los Angeles County Sheriff's Department - East Los Angeles located on East 3rd Street in East Los Angeles are the closest facilities to the Project.

Table 6-6. Alternative 1 DSA Fire Stations

Map ID	Jurisdiction	Address	City
1	Los Angeles County Fire Department - Station 103	7300 S. Paramount Blvd.	Pico Rivera
2	Los Angeles County Fire Department - Station 17	12006 Hadley St.	Whittier
3	Los Angeles County Fire Department - Station 22	928 S. Gerhart Ave.	Commerce
4	Los Angeles County Fire Department - Station 28	7733 Greenleaf Ave.	Whittier
5	Los Angeles County Fire Department - Station 3	930 S. Eastern Ave.	Los Angeles
6	Los Angeles County Fire Department - Station 40	4864 S. Durfee Ave.	Pico Rivera
7	Los Angeles County Fire Department - Station 50	2327 S. Saybrook Ave.	Commerce
8	Montebello Fire Department - Station No. 2	1166 S. Greenwood Ave.	Montebello
9	Montebello Fire Department - Station No. 3	2950 Via Acosta	Montebello
10	Santa Fe Springs Department of Fire and Rescue - Station 2	8634 Dice Rd.	Santa Fe Springs

Source: Los Angeles County GIS Program, 2020.

Table 6-7. Alternative 1 DSA Police Stations

Map ID	Jurisdiction	Address	City
11	Commerce Public Safety Division	2535 Commerce Way	Commerce
12	Montebello Police Department	600 West Beverly Blvd.	Montebello
13	Whittier Police Department	7315 South Painter Ave.	Whittier
14	Los Angeles County Sheriff's Department - East Los Angeles	5019 E. 3 rd St.	East Los Angeles
15	Los Angeles County Sheriff's Department - Pico Rivera	6631 S. Passons Blvd.	Pico Rivera

Source: Los Angeles County GIS Program, 2019.



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

Figure 6.1. Public Services Locations

6.2.2 Schools

Table 6-8 identifies public and private schools within one quarter mile of the Build Alternatives and **Figure 6.1** shows their locations. As shown on **Figure 6.1**, several of the school are located near or adjacent to the alignment, including Garfield High School, Fourth Street Elementary School, Greenwood Elementary School, Ada S. Nelson Elementary School, and Washington Elementary School.

Table 6-8. Schools within 0.25 Miles of Build Alternatives

Map ID	School Type	Name	Address	City
16	Public Elementary	Fourth Street	420 South Amalia Ave	Los Angeles
17	Public Elementary	Ada S. Nelson	8140 South Vicki Dr	Whittier
18	Public Elementary	Greenwood	900 South Greenwood Ave	Montebello
19	Public Elementary	George Washington	7804 S. Thornlake Ave	Whittier
20	Public Middle	David Wark Griffith	4765 East Fourth St	Los Angeles
21	Public High	Monterey Continuation	466 South Fraser St	Los Angeles
22	Public High	James A. Garfield Senior	5101 East Sixth St	Los Angeles
23	Public High	Pioneer	10800 Benavon St	Whittier
24	Public Charter	KIPP Raices Academy	668 Atlantic Blvd	Los Angeles
25	Public Charter	KIPP Promesa Prep	5156 Whittier Blvd	Los Angeles
26	Public Charter	Arts in Action Elementary	5115 Via Corona St	Los Angeles
27	Private	Calvary Chapel Christian Academy	931 South Maple Ave	Montebello
28	Private	St. Alphonsus School	552 South Amalia Ave	Los Angeles

Source: Los Angeles County GIS Program, 2019.

6.2.3 Other Public Facilities

Table 6-9 identifies the other public facilities within one quarter mile of the Build Alternatives and **Figure 6.1** shows associated locations.

Table 6-9. Other Public Facilities within 0.25 Miles of Build Alternatives

Map ID	Service Type	Jurisdiction	Address	City
29	Library	Chet Holifield Library	1060 Greenwood Ave	Montebello
30	Library	East Los Angeles Library	4837 E 3 rd St	Los Angeles
31	Governmental	Los Angeles County East Los Angeles Civic Center	4848 Civic Center Way	Los Angeles

Source: Los Angeles County GIS Program, 2020.

6.3 Parks and Recreational Facilities

Table 6-10 identifies the parks and recreational facilities within one quarter mile of the Build Alternatives and **Figure 6.1** shows their locations. Parks and recreational facilities in closest proximity to the Project are Atlantic Avenue Park on Atlantic Boulevard, Chet Holifield Park on Greenwood Avenue, and the Rio Hondo and San Gabriel River Spreading Grounds and bike trails.

Table 6-10. Parks and Recreational Facilities within 0.25 Miles of Build Alternatives

Map ID	Name	Address	City
32	Chet Holifield Park and Community Center	1060 S. Greenwood Ave	Montebello
33	Woods Avenue Park	Verona St. and Woods Ave	Los Angeles
34	Atlantic Avenue Park	570 South Atlantic Blvd	Los Angeles
35	Belvedere Park Lake	3 rd St and La Verne Ave	Los Angeles
36	Rio Hondo Spreading Grounds and Bike Trail	Not available	Pico Rivera
37	San Gabriel River Spreading Grounds and Bike Trail	Not available	Pico Rivera
38	Whittier Greenway Trail	Not available	Whittier

Source: Los Angeles County, Department of Parks and Recreation, 2021.

Note: Whittier Greenway Trail is not within 0.25 miles of the Build Alternatives but is included due to its regional network influence.

7.0 IMPACTS

This section describes the potential for the Build Alternatives to result in an environmental impact to communities and neighborhoods relative to population and housing, public services, and parks and recreational facilities. The impacts analysis is focused on areas where significant adverse impacts could occur in accordance with the significance thresholds described in **Section 5.0**. Areas where no significant adverse impacts would occur are omitted from the discussion wherever practicable.

The impacts analysis is specific for each Build Alternative, design option, and MSF site options and MSF design option, and are broken into operational and construction sections. The operational sections describe permanent, long-term direct impacts of the Project. The construction impacts sections describe temporary, direct impacts limited to the duration of the construction phase of the Project.

7.1 Impact CMN-1: Unplanned Population Growth

Impact CMN-1: Would a Build Alternative induce substantial unplanned population growth in an area, either directly or indirectly?

7.1.1 Alternative 1 Washington

7.1.1.1 Operational Impacts

Operational activities under Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. Alternative 1 would not include development of new housing or businesses that would directly induce population growth. However, implementation of Alternative 1 could indirectly affect growth and development in the DSA by providing enhanced transit connections that could make station areas more desirable locations for residences and businesses and could encourage growth and economic development in the surrounding communities. There are state and regional planning programs and policies to encourage and incentivize development near transit stations. For example, the County of Los Angeles identifies Transit Orient Districts where specific development standards can be established to encourage in-fill development, pedestrian-friendly, and community-serving uses near transit stops. Metro also supports local jurisdictions in developing and adopting transit-supportive policies and programs to leverage the value of transit investments and increase ridership. Metro does not have land use authority in Los Angeles County. However, the Metro L (Gold) Line extension itself would not on its own dramatically stimulate development or change property values; this would also be influenced by factors related public policies to encourage development, local zoning requirements, station area demographics, effective service and design, real estate market trends and property availability, and station area/neighborhood design. Rather, the Project would expand transit service in the region which would allow for increased development around station areas consistent with local policies and zoning requirements and restrictions. Therefore, any development that could result in the vicinity of the proposed stations is anticipated to be consistent with local polices and requirements and local growth projections. Therefore, Alternative

1 is not anticipated to change existing growth and development patterns and any such housing and business development growth would be contingent upon local city zoning regulations and approvals, which would also consider a development's consistency with local general plans and transit oriented development policies. As such, operational activities associated with Alternative 1 would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

Design Options

Atlantic/Pomona Station Option

Alternative 1 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 1. No substantial population changes are anticipated in the GSA or DSA as a result of the operation of Alternative 1 with the Atlantic/Pomona Station Option. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

Montebello At-Grade Option

Alternative 1 with the Montebello At-Grade Option would not affect population growth differently than the base Alternative 1. The at-grade segment of the Montebello At-Grade Option would operate within the median of Washington Boulevard. No substantial population changes are anticipated in the GSA or DSA as a result of operation of Alternative 1 with the Montebello At-Grade Option. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

7.1.1.2 Construction Impacts

Construction activities under Alternative 1 would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. While construction activities would result in approximately 630 new temporary employment opportunities at the peak of construction activities, it is not anticipated that there would be any substantial population growth in the GSA or DSA, either directly or indirectly, as a result of temporary construction jobs. The workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area. As such, construction activities associated with Alternative 1 would not induce unplanned population growth; the impact would be less than significant.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 1. Construction of Alternative 1 with the Atlantic/Pomona Station Option would not include the development of housing or infrastructure that could result in unplanned population growth and would result in temporary employment. Thus, construction of Alternative 1 with the Atlantic/Pomona Station Option would not induce or result in substantial

population growth, either directly or indirectly, within the GSA or DSA; the impact would be less than significant.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would not affect population growth differently than the base Alternative 1. Construction of Alternative 1 with the Montebello At-Grade Option would not include the development of housing or infrastructure that could result in unplanned population growth and would result in temporary employment. Thus, construction of Alternative 1 with the Montebello At-Grade Option would not induce or result in substantial population growth, either directly or indirectly, within the GSA or DSA; the impact would be less than significant.

7.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.1.2.1 Operational Impacts

Operational activities under 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. The implementation of Alternative 2 could indirectly affect growth and development in the DSA by providing enhanced transit connections that would make station areas more desirable locations for residences and businesses. This in turn could encourage growth and economic development in the surrounding communities. However, Alternative 2 would not independently stimulate development or change property values without enabling policy factors like public plans and policies that encourage development and control zoning. Housing and business development growth would be contingent upon local city zoning regulations and approvals which would consider a development's consistency with local general plans and transit oriented development policies. As such, operational activities associated with Alternative 2 would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

Design Options

Atlantic/Pomona Station Option

Alternative 2 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 2. No substantial population changes are anticipated in the GSA or DSA as a result of the operation of Alternative 2 with the Atlantic/Pomona Station Option. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

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. While

construction activities would result in approximately 340 new temporary employment opportunities at the peak of construction activities, it is not anticipated that there would be any substantial population growth in the GSA or DSA, either directly or indirectly, as a result of temporary construction jobs. The workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area. As such, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not induce unplanned population growth; the impact would be less than significant.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 2 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 2. Construction of Alternative 2 with the Atlantic/Pomona Station Option would not include the development of housing or infrastructure that could result in unplanned population growth and would result in temporary employment. Thus, construction of Alternative 2 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly, within the GSA or DSA; the impact would be less than significant.

7.1.3 Alternative 3 Atlantic to Greenwood IOS

7.1.3.1 Operational Impacts

Operational activities under 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. The implementation of Alternative 3 could indirectly affect growth and development in the DSA by providing enhanced transit connections that would make station areas more desirable locations for residences and businesses. This in turn could encourage growth and economic development in the surrounding communities. However, Alternative 3 would not independently stimulate development or change property values without enabling policy factors like public plans and policies that encourage development and control zoning. Housing and business development growth would be contingent upon local city zoning regulations and approval, which would consider consistency with local general plans and transit oriented development policies. As such, operational activities associated with Alternative 3 would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

Design Option

Atlantic/Pomona Station Option

Alternative 3 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 3. No substantial population changes are anticipated in the GSA or DSA as a result of the operation of Alternative 3 with the Atlantic/Pomona Station Option. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

Montebello At-Grade Option

Alternative 3 with the Montebello At-Grade Option would not affect population growth differently than the base Alternative 3. The at-grade segment of the Montebello At-Grade Option would operate within the median of Washington Boulevard. No substantial population changes are anticipated in the GSA or DSA as a result of operation of Alternative 3 with the Montebello At-Grade Option. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not induce unplanned population growth or dramatically stimulate development; the impact would be less than significant.

7.1.3.2 Construction Impacts

Construction activities under Alternative 3 would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. While construction activities would result in approximately 400 new temporary employment opportunities at the peak of construction activities, it is not anticipated that there would be any substantial population growth in the GSA or DSA, either directly or indirectly, as a result of temporary construction jobs. The workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area. As such, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not induce unplanned population growth; the impact would be less than significant.

Design Option

Atlantic/Pomona Station Option

Construction of Alternative 3 with the Atlantic/Pomona Station Option would not affect population growth differently than the base Alternative 3. Construction of Alternative 3 with the Atlantic/Pomona Station Option would not include the development of housing or infrastructure that could result in unplanned population growth and would result in temporary employment. Thus, construction of Alternative 3 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly, within the GSA or DSA; the impact would be less than significant.

Montebello At-Grade Option

Construction of Alternative 3 with the Montebello At-Grade Option would not affect population growth differently than the base Alternative 3. Construction of Alternative 3 with the Montebello At-Grade Option would not include the development of housing or infrastructure that could result in unplanned population growth and would result in temporary employment. Thus, construction of Alternative 3 with the Montebello At-Grade Option would not induce or result in substantial population growth, either directly or indirectly, within the GSA or DSA; the impact would be less than significant.

7.1.4 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**.

7.1.4.1 Operational Impacts

7.1.4.1.1 Commerce MSF

Operational activities at the Commerce MSF site option would not result in substantial changes to the existing population in the GSA or DSA. The Commerce MSF site option would not include development of new housing or businesses that would directly induce population growth. While there would be approximately 350 new permanent employment opportunities associated with operation of the MSF facilities, the increase in employment needs is not expected to result in population in-migration or relocation because of the large size of the workforce that currently exists in the Los Angeles region as a whole. Given the size of the existing labor pool and the prevalence of cross-county and intercommunity commuting by workers between their places of work and places of residence, it is unlikely that workers would change their place of residence in response to the employment opportunities associated with the Commerce MSF site option; subsequently, there would not be an increased need for new housing. As such, operational activities at the Commerce MSF site option would not induce unplanned population growth and would result in a less than significant impact.

7.1.4.1.2 Montebello MSF

Operational activities at the Montebello MSF site option would not result in substantial changes to the existing population in the GSA or DSA. The Montebello MSF site option would not include development of new housing or businesses that would directly induce population growth. As described in **Section 7.1.4.1.1** for the Commerce MSF site option, operation of the Montebello MSF site option would likewise result in approximately 350 new employment opportunities. However, given the large existing labor pool in Los Angeles, this is unlikely to result in workers relocating to the GSA or DSA and no increased need for housing is anticipated. As such, operational activities at the Montebello MSF site option would not induce unplanned population growth and would result in a less than significant impact.

Design Option

Montebello MSF At-Grade Option

Operation of Montebello MSF At-Grade Option would not affect population growth differently relative to the Montebello MSF site option than an aerial crossing at this location. Employment associated with the MSF would be the same under this design option and no influx of workers relocating the GSA or DSA is anticipated. No substantial population changes or increased need for housing in the GSA or DSA as a result of the operational activities would occur with the Montebello MSF At-Grade Option. Therefore, operational impacts to unplanned population growth would be less than significant.

7.1.4.2 Construction Impacts

7.1.4.2.1 Commerce MSF

Construction activities associated with 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. It is not anticipated that there would be any substantial population

growth in the GSA or DSA, either directly or indirectly, as a result of temporary construction workers and increased job opportunities. The workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area. As such, construction activities associated with Commerce MSF site option would not induce unplanned population growth and would result in a less than significant impact.

7.1.4.2.2 Montebello MSF

Construction activities associated with 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. It is not anticipated that there would be any substantial population growth in the GSA or DSA, either directly or indirectly, as a result of temporary construction workers and increased job opportunities. The workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area. As such, construction activities associated with Montebello MSF site option would not induce unplanned population growth and would result in a less than significant impact.

Design Option

Montebello MSF At-Grade Option

Construction of Montebello MSF At-Grade Option would not affect population growth differently relative to the Montebello MSF site option than an aerial crossing at this location. Construction of the Montebello MSF At-Grade Option would not induce or result in substantial population growth, either directly or indirectly, within the GSA or DSA. Therefore, construction impacts to unplanned population growth would be less than significant.

7.2 Impact CMN-2: Displacement

Impact CMN-2: Would a Build Alternative displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

7.2.1 Alternative 1 Washington

7.2.1.1 Operational Impacts

Operation of Alternative 1 would occur within the transportation ROW and at the new stations. Under Alternative 1, no acquisition of residential structures would occur; therefore, no people or housing would be displaced. Therefore, operation of Alternative 1 would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere and no impact 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 result in substantial displacement of people or housing as no residential structures would be acquired; no impact would occur.

Montebello At-Grade Option

As with the base Alternative 1, operation of Alternative 1 with the Montebello At-Grade Option would not result in substantial displacement of people or housing as no residential structures would be acquired; no impact would occur.

7.2.1.2 Construction Impacts

While construction of Alternative 1 would result in acquisition of non-residential properties, no residential parcels would be acquired. Therefore, there would be no displacement of any people or housing. There would be no need for replacement housing and no impact would occur.

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not displace people or housing as no residential parcels would be acquired. Therefore, there would be no need for replacement housing. No impact would occur.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would not displace people or housing as no residential parcels would be acquired. Therefore, there would be no need for replacement housing. No impact would occur.

7.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.2.2.1 Operational Impacts

Operation of Alternative 2 would occur within the transportation ROW and at the new stations. Under Alternative 2, no acquisition of residential structures would occur; therefore, no people or housing would be displaced. Therefore, operation of Alternative 2 would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere and no impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, operation of Alternative 2 with the Atlantic/Pomona Station Option would not result in substantial displacement of people or housing as no residential structures would be acquired; no impact would occur.

7.2.2.2 Construction Impacts

While construction of Alternative 2 would result in acquisition of non-residential properties, no residential parcels would be acquired. Therefore, there would be no displacement of any people or housing. There would be no need for replacement housing and no impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of Alternative 2 with the Atlantic/Pomona Station Option would not displace people or housing as no residential parcels would be acquired. Therefore, there would be no need for replacement housing. No impact would occur.

7.2.3 Alternative 3 Atlantic to Greenwood IOS

7.2.3.1 Operational Impacts

Operation of Alternative 3 would occur within the transportation ROW and at the new stations. Under Alternative 3, no acquisition of residential structures would occur; therefore, no people or housing would be displaced. Therefore, operation of Alternative 3 would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere and no impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, operation of Alternative 3 with the Atlantic/Pomona Station Option would not result in substantial displacement of people or housing as no residential structures would be acquired; no impact would occur.

Montebello At-Grade Option

As with the base Alternative 3, operation of Alternative 3 with the Montebello At-Grade Option would not result in substantial displacement of people or housing as no residential structures would be acquired; no impact would occur.

7.2.3.2 Construction Impacts

While construction of Alternative 3 would result in acquisition of non-residential properties, no residential parcels would be acquired. Therefore, there would be no displacement of any people or housing. There would be no need for replacement housing and no impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, construction of Alternative 3 with the Atlantic/Pomona Station Option would not displace people or housing as no residential parcels would be acquired. Therefore, there would be no need for replacement housing. No impact would occur.

Montebello At-Grade Option

As with the base Alternative 3, construction of Alternative 3 with the Montebello At-Grade Option would not displace people or housing as no residential parcels would be acquired. Therefore, there would be no need for replacement housing. No impact would occur.

7.2.4 Maintenance and Storage Facilities

7.2.4.1 Operational Impacts

7.2.4.1.1 Commerce MSF

The Commerce MSF site option would operate entirely within an industrial area and its operations would not displace any people or housing units. Therefore, the Commerce MSF site option would not result in a need for replacement housing and no impact would occur.

7.2.4.1.2 Montebello MSF

The Montebello MSF site option would operate entirely within an industrial area and its operations would not displace any people or housing units. Therefore, the Montebello MSF site option would not result in a need for replacement housing and no impact would occur.

Design Options

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would not displace people or affect housing differently than an aerial crossing at this location. No displacement of people or housing would occur as result of the Montebello MSF At-Grade Option. Therefore, the Montebello MSF At-Grade Option would not result in a need for replacement housing and no impact would occur.

7.2.4.2 Construction Impacts

7.2.4.2.1 Commerce MSF

The Commerce MSF site option would be constructed within an industrial area and would not include the acquisition of residential structures or displacement of any people. Therefore, the Commerce MSF site option would not result in a need for replacement housing and no impact would occur.

7.2.4.2.2 Montebello MSF

The Montebello MSF site option would be constructed within an industrial area and would not include the acquisition of residential structures or displacement of any people. Therefore, the Montebello MSF site option would not result in a need for replacement housing and no impact would occur.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would not displace people or affect housing differently than an aerial crossing at this location. No displacement of people or housing would occur as result of the Montebello MSF At-Grade Option. Therefore, the Montebello MSF At-Grade Option would not result in a need for replacement housing and no impact would occur.

7.3 Impact CMN-3: Public Services

Impact CMN-3: Would a Build Alternative result in substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, or other public facilities?

7.3.1 Alternative 1 Washington

7.3.1.1 Operational Impacts

7.3.1.1.1 Fire and Police Protection

Operation of Alternative 1 would potentially increase fire and police protection response times as a result of delays at new grade crossings. Grade crossings, particularly those along Washington Boulevard between Greenwood Boulevard and Lambert Road, could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. This segment of Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation, which increases the likelihood of delay. In comparison, delays resulting from LRT

operation would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignaled intersections quickly to allow emergency vehicles to pass. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 1 is unlikely to impact existing response times to or from the station. The Presbyterian Intercommunity Hospital (PIH), which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved since the alignment curves to the west of the intersection and would continue to facilitate the ingress and egress of emergency vehicles to and from the PIH. As standard practice and as set forth in PM PSR-1 in **Section 8.o**, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained under Alternative 1.

In addition, all new LRT facilities and crossings would be designed in accordance with the *Metro Rail Design Criteria (MRDC)*, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Operation of the underground and aerial configuration portions of Alternative 1 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of Alternative 1.

Operation of Alternative 1 would potentially increase the demand for fire and police protection services from incidents or emergencies at the new LRT stations, facilities, and grade crossings. Incidents or emergencies occurring at LRT stations or grade crossings could result in an increase in overall response calls within the local jurisdictions. Fire safety is primarily addressed through design. Metro's Fire/Life Safety Criteria outline specific requirements for fire protection at stations, along the alignment, and within LRVs. Metro's standard fire life safety certification process would be followed during station design to ensure compliance with NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems and Metro's Fire/Life Safety Criteria. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, adequate emergency ventilation in below-grade portions, emergency lighting, emergency egress, emergency access, emergency back-up power, fire detection and suppression and communications. All Metro Rail LRVs currently in service are equipped with fire extinguishers in case of fire. The LRVs have been built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Any new LRVs purchased would have similar specifications and equipment.

Security issues, such as fare evasion, assault or robbery, could potentially occur at stations. As standard operating practice, and as set forth in PM PSR-1 (See **Section 8.o**), Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided. In the fall of 2022, Metro would launch a three-year pilot transit ambassador program which would deploy trained contract personnel on Metro's buses, bus stops, trains, and stations. Ambassadors would be unarmed and travel the system or be at fixed stations to promote safety for riders and operators. The primary role of the transit ambassador program is to be a visible presence (Metro 2022). Consequently, the demand for fire and police protection is anticipated to remain at

acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, although operation of Alternative 1 would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above, it is anticipated that emergency response times would remain at acceptable levels and new or physically altered fire or police protection facilities to maintain adequate service would not be required. Likewise, although operation of Alternative 1 would potentially result in an increase in demand for fire and police protection services, implementation of the standard coordination and design practices identified above is anticipated to maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. As a result, operation of Alternative 1 would have a less than significant impact with respect to fire and police protection services.

7.3.1.1.2 Schools

As discussed under Impact CMN-1 in **Section 7.1.1**, operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the number of students at public schools or require physical alterations to schools to accommodate an increased student population.

As identified in **Section 6.2.2**, there are several schools located adjacent to Alternative 1. Alternative 1 would not result in the need for new or physically altered schools. No physical alterations to Garfield High School or Fourth Street Elementary School would be required for the schools to continue operating or to maintain school access because the LRT guideway would operate below the ROW of Atlantic Boulevard, as it would be underground in these areas, and the schools would not be impacted.

The proposed surface parking facility associated with the aerial Greenwood station would be immediately adjacent to Greenwood Elementary School. However, no physical alterations to the school would be required and school facilities, school access, and operations would not be affected. The physical barrier (fence) that currently divides the school and existing parcel where the parking facility is proposed would remain. Furthermore, the school drive and parking would separate the parking facility from the school building. Thus, the operation of Alternative 1 would not affect the school such that any new school construction or physical alterations would be required.

Alternative 1 would run at-grade in the vicinity of Ada S. Nelson Elementary School and Washington Elementary School, and both schools are separated from the at-grade LRT guideway by single- and multi-story buildings and school facilities. School operations and access would not be affected. Operation of Alternative 1 would not affect the school such that any new school construction or physical alterations would be required.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to schools that could cause significant environmental impacts to maintain acceptable service; therefore, operation of Alternative 1 would have a less than significant impact.

7.3.1.1.3 Parks and Recreational Facilities

Alternative 1 does not include construction of any new housing and, therefore, would not directly increase the demand for parks and recreational facilities associated with new residents moving into the area. Operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the demand for parks and recreational facilities or require physical alterations to parks and recreation facilities to accommodate an increased population.

However, Alternative 1 would construct new transit stations in areas near parks and recreational facilities which would enable transit riders to visit these facilities. The introduction of the stations and improved access opportunities could result in a small increase in visitors to parks and recreational facilities in the DSA. However, it is unlikely that the user demand for parks and recreational facilities would increase so greatly as to require significant construction or alterations to maintain or expand the facilities. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding parks and recreational facilities, the demand for nearby parks and recreational facilities is not anticipated to significantly change nor require significant alterations or construction.

Operation of Alternative 1 would not result in impacts to parks. There would be no acquisitions or reduction of access to parks that could require alteration or new construction of parks and recreational facilities in order to maintain park and recreation services. No physical alterations or impacts to Atlantic Avenue Park would occur because the LRT guideway would operate below the Atlantic Boulevard ROW as it would be underground in these areas. Chet Holifield Park is proximate to the aerial Greenwood station. Although the proposed station would provide additional access to the park, attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. Similarly, the use of both the Rio Hondo and San Gabriel River Spreading Ground and associated bike trails would not be affected, and trail use is not anticipated to notably increase.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to parks and recreation facilities which could cause significant environmental impacts to maintain acceptable services; therefore, operation of Alternative 1 would have a less than significant impact on parks and recreational facilities

7.3.1.1.4 Other Public Facilities

Alternative 1 does not include construction of any new housing and, therefore, would not result in direct population growth and thereby would not increase demand for libraries or other public facilities. Operation of Alternative 1 would not result in substantial changes to the existing population in the

GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the demand libraries and other facilities or require physical alterations to public facilities to accommodate an increased population.

However, Alternative 1 would construct new transit stations in areas near libraries and other public facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to libraries and other public facilities in the DSA, it is unlikely that the user demand for libraries and recreational facilities would increase so greatly as to require significant construction or alterations to maintain acceptable services to the public. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding libraries and other public facilities, the demand for nearby libraries and other public facilities is not anticipated to significantly change nor require the need for new or expanded facilities.

Operation of Alternative 1 would not directly impact facilities or operations at the East Los Angeles Civic Center, the East Los Angeles Library, or the Chet Holifield Library because the LRT guideway would operate below the Atlantic Boulevard ROW at these locations. Additionally, access to both library and civic center facilities would be maintained.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to libraries or other public facilities which could cause significant environmental impacts to maintain acceptable levels of service; therefore, operation of Alternative 1 would have a less than significant impact on other public facilities.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 1. The Atlantic/Pomona Station Option would operate under the existing transportation ROW of Atlantic Boulevard and/or acquired commercial and industrial properties and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact on public services.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would not affect public services differently than the base Alternative 1. Operation of the Montebello At-Grade Option would not disrupt facilities or services provided at Chet Holifield Park and Greenwood Elementary School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. No physical alterations to the park or school would be required and its facilities and access would be maintained, and operations would not be affected.

The Montebello At-Grade Option would include five more at-grade crossings compared to the aerial guideway and station configuration of the base Alternative 1, primarily between Yates Avenue and Montebello Boulevard along Washington Boulevard. As discussed under **Section 7.3.1.1.1, Fire and Police Protection**, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delay would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignaled intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM PSR-1 (**Section 8.o**), Metro shall coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services is maintained. In addition, the LRT station and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello At-Grade Option.

The Montebello At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than a significant impact on public services.

7.3.1.2 Construction Impacts

7.3.1.2.1 Fire and Police Protection

Construction of Alternative 1 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. Therefore, construction would not result in an increase in demand for fire and police services due to an increase in population.

Construction of Alternative 1 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via South Mednik Avenue and South Gleason Street would remain open and accessible. In addition, temporary closure of the entire bridge over the Rio Hondo and San Gabriel River would be required to demolish one side of the bridge; this would be a short-term full closure to minimize impacts to traffic circulation. As set forth in PM TRA-2 (**Section 8.o**), Metro would coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices, as set forth in PM TRA-2, would require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments, among other local agencies, prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report includes an analysis of the potential effect on emergency access during construction and proposes a Transportation Management Plan, including detour routes, to facilitate the flow of traffic in and around the construction work zones. The plan would include provisions to ensure safe access of

police, fire, and other emergency vehicles would be maintained. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction activities for Alternative 1 would potentially temporarily increase the demand for fire and police protection services from incidents or emergencies at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section 6.2.1.2**. Because construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection demand during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

As described above, Alternative 1 construction activities would not result in a significant impact relative to fire and police services. Therefore, construction of Alternative 1 would be a less than significant impact. Construction of Alternative 1 would have a less than significant impact with respect to fire and police protection services.

7.3.1.2.2 Schools

Construction of Alternative 1 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. Therefore, construction would not affect student population in the GSA or DSA.

Alternative 1 would not require any physical alterations at nearby schools including: Griffith Middle School, Garfield High School, Fourth Street Elementary School, Greenwood Elementary School, Ada S. Nelson Elementary School, and Washington Elementary School to accommodate an increased population or construction activities. Further, as described in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report, a Traffic Management Plan would be implemented to help reduce the impacts on traffic movement in the construction work zones and would ensure that adequate and safe access would remain available to schools and other facilities within and near the Project construction zone. Construction of Alternative 1 would not result in the need for new construction or physical alterations to schools which could cause significant environmental impacts to maintain acceptable service; therefore, construction of Alternative 1 would result in a less than significant impact on schools.

7.3.1.2.3 Parks and Recreational Facilities

Construction would not increase use of the parks and recreational facilities or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase existing demand for park facilities. Further, the construction of Alternative 1 would not require physical alterations to any parks or recreational facilities.

Bridge replacement at the Rio Hondo and San Gabriel River may inhibit access or require temporary closure of their respective bike trails. A short, temporary re-routing of the bike trail around the construction area would allow it to remain open continuously. The re-routing would not require substantial physical alterations or construction and would be accomplished with signage and ground markings. While access to the bike trails would be limited in the vicinity of the bridges while construction is occurring, access to other portions of the trail would be maintained uninterrupted during construction. As set forth in PM TRA-2, Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities for parks and recreational facilities. Detours would be provided to provide safe access around the construction areas and access to the bike trails and other parks and recreational facilities would remain available; there would be no need for new or physically altered parks and recreation, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of Alternative 1 would have less than significant impacts on parks and recreational facilities.

7.3.1.2.4 Other Public Facilities

Construction of Alternative 1 would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. No physical alterations to public libraries would occur during construction and services would be open and accessible. The East Los Angeles Civic Center and East Los Angeles Library are located immediately adjacent to 3rd Street where Alternative 1 would tie into the existing at-grade guideway at the east end of the East Los Angeles Civic Center Station. The Chet Holifield Library is located at Greenwood Avenue and Frankel Avenue, south of the proposed aerial Greenwood station. Construction activities would not result in any loss of access to the parking areas and/or building entrance of these facilities. Despite some potential construction-related lane and sidewalk closures during business hours, access to the libraries would be maintained and the libraries would be able to maintain services throughout the construction phase of the project, and there would be no need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, the construction of Alternative 1 would have less than significant impacts on other public facilities.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 1. Construction of the Atlantic/Pomona Station Option would potentially temporarily increase the demand for fire and police protection services from incidents or emergencies at construction sites. Because construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. In addition, construction of the Atlantic/Pomona Station Option would not require any physical alterations at nearby schools or parks and recreational facilities. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts on public services.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would not affect public services differently than the base Alternative 1. Construction of the Montebello At-Grade Option would generally have similar impacts to public services as the aerial crossing at this location, including less than significant at Smithway Street at the proposed Commerce/Citadel station and no impacts to Chet Holifield Park and Greenwood School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. Construction would not require physical alterations to the park or school; further, construction would not increase the use of the park or otherwise generate increased demand through population growth as a result of construction job opportunities. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts on public services.

7.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.3.2.1 Operational Impacts

7.3.2.1.1 Fire and Police Protection

Operation of Alternative 2 would not interfere with fire and police protection response times or require new or physically altered fire or police protection facilities because Alternative 2 would primarily be underground. Since Alternative 2 would primarily be underground, the guideway would not affect emergency vehicles traveling on surface streets. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 2 is unlikely to impact existing response times from to the station. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of Alternative 2.

Operation of Alternative 2 would potentially increase the demand for fire and police protection services from incidents or emergencies at the new LRT stations and facilities. Incidents or emergencies occurring at LRT stations could result in an increase in overall response calls within the local jurisdictions. As standard operating practice, Metro would supplement existing local fire and police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed. In addition, Metro's standard fire life safety certification process would be followed during station design to ensure compliance with NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems and Metro's Fire/Life Safety Criteria. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, adequate emergency ventilation in below- grade portions, emergency lighting, emergency egress, emergency access, emergency back-up power, fire detection and suppression and communications.

Fire safety is primarily addressed through design. As discussed above, Metro's Fire/Life Safety Criteria outline specific requirements for fire protection at stations, along the alignment, and within LRVs. All

Metro L (Gold) Line LRVs currently in service are equipped with fire extinguishers in case of fire. The LRVs have been built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Any new LRVs purchased would have similar specifications and equipment. Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

Security issues, such as fare evasion, assault or robbery, could potentially occur at stations. As standard operating practice, and as set forth in PM PSR-1, Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided. In the fall of 2022, Metro would launch a three-year pilot transit ambassador program which would deploy trained contract personnel on Metro's buses, bus stops, trains, and stations. Ambassadors would be unarmed and travel the system or be at fixed stations to promote safety for riders and operators. The primary role of the transit ambassador program is to be a visible presence (Metro, 2022). Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, operation of Alternative 2 is not anticipated to affect fire and police protection response times and would not require new or physically altered fire or police protection facilities. Although operation of Alternative 2 would potentially result in an increase in demand for fire and police protection services, implementation of the standard coordination and design practices identified above would maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. As a result, operation of Alternative 2 would have less than significant impacts with respect to fire and police protection services.

7.3.2.1.2 Schools

Alternative 2 could encourage growth in surrounding areas, but that growth would be contingent upon local city zoning regulations and approval, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 2 would not induce any population changes that could alter student populations at public schools or require physical alterations to schools as a result of an increased student population.

No physical alterations or disruptive impacts to the schools located in the vicinity of Alternative 2, Garfield High School and Fourth Street Elementary School, because the LRT guideway would operate below the ROW of Atlantic Boulevard. No physical alterations to Garfield High School or Fourth Street Elementary School would be required for the schools to continue operating or maintain school access. Alternative 2 would not require any construction or physical alterations to the schools that could cause significant environmental impacts to maintain acceptable service; therefore, Alternative 2 would have a less than significant impact.

7.3.2.1.3 Parks and Recreational Facilities

Alternative 2 does not include construction of any housing and, therefore, would not increase the demand for parks and recreational facilities associated with new residents moving into the area. However, Alternative 2 would construct new transit stations in areas near parks and recreational facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to parks and recreational facilities in the DSA, it is unlikely that the user demand for parks and recreational facilities would increase so greatly as to require significant construction or alterations to maintain or expand the facilities. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding parks and recreational facilities, the demand for nearby parks and recreational facilities is not anticipated to significantly change nor require significant alterations or construction.

Operation of Alternative 2 would not result in direct or indirect impacts to parks such as acquisitions or reduction of access to parks, which could require alteration or new construction of parks and recreational facilities in order to maintain park and recreation services. No physical alterations or disruptive impacts to Atlantic Avenue Park would occur because the LRT guideway would operate underground, beneath Atlantic Boulevard. Therefore, operational impacts to parks and recreational facilities would be less than significant.

7.3.2.1.4 Other Public Facilities

Like Alternative 1, Alternative 2 does not include construction of any housing and, therefore, would not result in direct population growth and thereby would not increase the demand for libraries or other public facilities. Alternative 2 would construct new transit stations in areas near libraries and other public facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to libraries and other public facilities in the DSA, it is unlikely that the user demand for libraries and recreational facilities would increase so greatly as to require significant construction or alterations to maintain acceptable services to the public. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding libraries and other public facilities, the demand for nearby libraries and other public facilities is not anticipated to significantly change nor require the need for new or expanded facilities.

Operation of Alternative 2 would not directly impact facilities or operations at the East Los Angeles Civic Center and East Los Angeles Library, which is served by the existing East Los Angeles Civic Center Station. Additionally, access to both library and civic center facilities would be maintained. Operation of Alternative 2 would not require physical alteration nor construction at libraries or other public facilities which could cause significant environmental impacts to maintain acceptable levels of service; therefore, Alternative 2 would have a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Operation of Alternative 2 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 2. The Atlantic/Pomona Station Option would operate below the transportation ROW and acquired commercial and industrial property and, as a result, would not interfere with fire and police protection response times or require new or physically altered fire or

police protection facilities. No physical alterations or disruptive impacts to the schools located in the vicinity of Alternative 2 with the Atlantic/Pomona Station Option because the LRT guideway would operate below the ROW of Atlantic Boulevard. Adjacent schools would continue operating and their school access would be maintained. Operation of Alternative 2 with the Atlantic/Pomona Station Option would not result in direct or indirect impacts to parks such as acquisitions or reduction of access to parks, which could require alteration or new construction of parks and recreational facilities in order to maintain park and recreation services. No physical alterations or disruptive impacts to Atlantic Avenue Park or East Los Angeles Civic Center and East Los Angeles Library would occur because the LRT guideway would operate underground, beneath Atlantic Boulevard, at these locations. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact on public services.

7.3.2.2 Construction Impacts

7.3.2.2.1 Fire and Police Protection

Construction of Alternative 2 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 2. Therefore, construction would not result in an increase in demand for fire and police services due to an increase in population.

Construction activities for Alternative 2 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via South Mednik Avenue and South Gleason Street would remain open and accessible. As set forth in PM TRA-2 (**Section 8.o**), Metro shall coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access.

Construction related street closures would also occur on Smithway Street at the proposed Commerce/Citadel station. Industrial properties that rely on Smithway Street as their only access point for vehicles would be affected during project construction if Smithway Street is unable to maintain access during excavation and cover construction activities. Metro standard practices, as set forth in PM TRA-2, would require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report includes an analysis the potential effect on emergency access during construction and proposes a transportation management plan to help reduce the impacts on traffic movement in the construction work zones. The plan would include provisions to ensure safe access of police, fire, and other emergency vehicles would be maintained. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction activities for Alternative 2 would potentially increase the demand for fire and police protection services from incidents or emergencies at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section**

6.2.1.2. While construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

As described above, construction of Alternative 2 would result in a less than significant impact relative to fire and police services.

7.3.2.2.2 Schools

Construction of Alternative 2 would not result in substantial changes to the existing population as construction jobs are temporary. There is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 2. Therefore, construction would not affect student population in the GSA or DSA. Since the construction of Alternative 2 would primarily take place underground, no physical alterations would occur at nearby schools, including Griffith Middle School, Garfield High School, or Fourth Street Elementary School. Further, as described in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report, a Traffic Management Plan would be implemented. This would help reduce the impacts on traffic movement in the construction work zones and would ensure that adequate and safe access would remain available to schools and other facilities. Construction of Alternative 2 would not result in the need for new construction or physical alterations to schools that would cause significant environmental impacts to maintain acceptable service; therefore, Alternative 2 would not result in a significant impact on schools.

7.3.2.2.3 Parks and Recreational Facilities

Construction would not increase use of the parks and recreational facilities or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase existing demand for park facilities. Further, the construction of Alternative 2 would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities.

No physical alterations to Atlantic Avenue Park or Belvedere Park Lake would occur during construction. While construction activities may require temporary street closures along 3rd Street, access to the Belvedere Park Lake would remain open via sidewalks and roadways to the west and north. Therefore, access to the park would remain available and there would be no need for new or physically altered parks and recreation, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of Alternative 2 would not result in a significant impact.

7.3.2.2.4 Other Public Facilities

Construction of Alternative 2 would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 2. No physical alterations to public libraries would occur during construction, and services would be open and

accessible. The East Los Angeles Civic Center and Library are located immediately adjacent to 3rd Street where Alternative 2 would tie into the existing at-grade guideway at the east end of the East Los Angeles Civic Center Station. Construction activities would not result in any loss of access to the parking areas and/or building entrance of these facilities. Despite some potential construction-related lane and sidewalk closures during business hours, access to the libraries would be maintained and the libraries would be able to maintain services throughout the construction phase of the project, and there would be no need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, Alternative 2 would not result in a significant impact related to construction activities.

Design Option

Atlantic/Pomona Station Option

Construction of Alternative 2 with the Atlantic/Pomona Station Option would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. As set forth in PM TRA-2, Metro would coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices as set forth in PM TRA-2 require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities. Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would have less than significant impact with respect to fire and police protection services.

7.3.3 Alternative 3 Atlantic to Greenwood IOS

7.3.3.1 Operational Impacts

7.3.3.1.1 Fire and Police Protection

Operation of Alternative 3 would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 3 is unlikely to impact existing response times from to the station. The underground and aerial configuration portions of Alternative 3 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. As standard practice and as set forth in PM

PSR-1 (**Section 8.o**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained under Alternative 3. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of Alternative 3.

Operation of Alternative 3 would potentially increase the demand for fire and police protection services from incidents or emergencies at the new LRT stations, facilities, and grade crossings. Incidents or emergencies occurring at LRT stations or grade crossings could result in an increase in overall response calls within the local jurisdictions.

Security issues, such as fare evasion, assault or robbery, could potentially occur at stations. As standard operating practice, and as set forth in PM PSR-1, Metro would supplement existing local fire and police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed. This would help to ensure adequate police protection services are provided. In the fall of 2022, Metro would launch a three-year pilot transit ambassador program which would deploy trained contract personnel on Metro's buses, bus stops, trains, and stations. Ambassadors would be unarmed and travel the system or be at fixed stations to promote safety for riders and operators. The primary role of the transit ambassador program is to be a visible presence (Metro, 2022). Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

In addition, Metro's standard fire life safety certification process would be followed during station design to ensure compliance with NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems and Metro's Fire/Life Safety Criteria. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, adequate emergency ventilation in below-grade portions, emergency lighting, emergency egress, emergency access, emergency back-up power, fire detection and suppression and communications.

Fire safety is primarily addressed through design. As discussed above, Metro's Fire/Life Safety Criteria outline specific requirements for fire protection at stations, along the alignment, and within LRVs. All Metro L (Gold) Line LRVs currently in service are equipped with fire extinguishers in case of fire. The LRVs have been built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Any new LRVs purchased would have similar specifications and equipment. Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, although operation of Alternative 3 would potentially result in an increase to fire and police protection response times, implementation of the standard coordination and design practices identified above is anticipated to maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. Likewise, although operation of Alternative 3 would potentially result in an increase in demand for fire and police protection services, implementation of the standard coordination and design practices identified above would maintain response times at acceptable levels and would not require new or physically altered fire or police

protection facilities. As a result, operation of Alternative 3 would have a less than significant impact with respect to fire and police protection services.

7.3.3.1.2 Schools

Alternative 3 would potentially encourage growth in surrounding areas, but that growth would be contingent upon local city zoning regulations and approval, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 3 would not induce any population changes that would alter student populations at public schools or require physical alterations to schools as a result of an increased student population.

No physical alterations or impacts to schools located in the vicinity of Alternative 3, Garfield High School and Fourth Street Elementary School, would occur because the LRT guideway would operate below the ROW of Atlantic Boulevard, as it would be underground in these areas. No physical alterations to Garfield High School or Fourth Street Elementary School would be required for the schools to continue operating or to maintain school access.

The proposed surface parking facility associated with the aerial Greenwood station would be immediately adjacent to Greenwood Elementary School. However, no physical alterations to the school would occur. The physical barrier (fence) that currently divides the school and existing parcel where the parking facility is proposed would remain. Furthermore, the school drive and parking would separate the parking facility from the school buildings. Thus, the operation of Alternative 3 would not require any construction or physical alterations to the school that would have a significant environmental impact.

Alternative 3 would not require construction or physical alterations to any of the schools that would cause significant environmental impacts to maintain acceptable service; therefore, operation of Alternative 3 would have a less than significant impact on schools.

7.3.3.1.3 Parks and Recreational Facilities

Alternative 3 does not include construction of any new housing and, therefore, would not increase the demand for parks and recreational facilities associated with new residents moving into the area. However, Alternative 3 would construct new transit stations in areas near parks and recreational facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to parks and recreational facilities in the DSA, it is unlikely that the user demand for parks and recreational facilities would increase so greatly as to require significant construction or alterations to maintain or expand the facilities. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding parks and recreational facilities, the demand for nearby parks and recreational facilities is not anticipated to significantly change nor require significant alterations or construction.

Operation of Alternative 3 would not result in direct or indirect impacts to parks such as acquisitions or reduction of access to parks that would require alteration or new construction of parks and recreational facilities in order to maintain access. No physical alterations or impacts to Atlantic Avenue Park would occur because the LRT guideway would operate below the Atlantic Boulevard ROW

as it would be underground in these areas. Chet Holifield Park is proximate to the aerial Greenwood station. Although the proposed station would provide additional access to the park, attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. In addition, access to these recreational facilities would not be affected.

Operation of Alternative 3 is not anticipated to require alterations nor construction at parks and recreation facilities such that a significant environmental impact may occur to maintain park and recreation services; therefore, operation of Alternative 3 would have a less than significant impact on parks and recreational facilities.

7.3.3.1.4 Other Public Facilities

Alternative 3 does not include construction of any new housing and, therefore, would not result in direct population growth and thereby would not increase the demand for libraries or other public facilities. However, Alternative 3 would construct new transit stations in areas near libraries and other public facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to libraries and other public facilities in the DSA, it is unlikely that the user demand for libraries and recreational facilities would increase so greatly as to require significant construction or alterations to maintain acceptable services to the public. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding libraries and other public facilities, the demand for nearby libraries and other public facilities is not anticipated to significantly change nor require the need for new or expanded facilities.

Operation of Alternative 3 would not directly impact facilities or operations at either the East Los Angeles Civic Center and Library or the Chet Holifield Library because the LRT guideway would operate below the Atlantic Boulevard ROW at these locations. Access to both library and civic center facilities would be maintained.

Operation of Alternative 3 would not result in the need for new construction or physical alterations to libraries or other public facilities which would cause significant environmental impacts to maintain acceptable levels of service; therefore, operation of Alternative 3 would have a less than significant impact on other public facilities.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option under Alternative 3 would operate within or below the transportation ROW and acquired commercial and industrial property and, as a result, would not interfere with fire and police protection response times or require new or physically altered fire or police protection facilities. No physical alterations or disruptive impacts to the schools located in the vicinity of Alternative 3 with the Atlantic/Pomona Station Option because the LRT guideway would operate below the ROW of Atlantic Boulevard. Operation of Alternative 3 with the Atlantic/Pomona Station Option would not result in direct or indirect impacts to parks or public libraries such as acquisitions or reduction of access to such facilities that would require alteration or new construction of parks and recreational facilities in order to maintain access. No physical alterations or impacts to Atlantic Avenue Park, East Los Angeles Civic Center and Library or the Chet Holifield Library would occur because the LRT guideway would operate below the Atlantic Boulevard ROW as it would be

underground in these areas. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact on public services.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would generally have similar impacts to public services as the aerial crossing at this location, including no disruption to the facilities or services provided at Chet Holifield Park and Greenwood Elementary School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. No physical alterations to the park or school would be required and its facilities and access would be maintained, and operations would not be affected.

The Montebello At-Grade Option would include more at-grade crossings compared to the aerial guideway and station configuration of the base Alternative 3, primarily between Yates Avenue and the Greenwood station along Washington Boulevard. As discussed under **Section 7.3.3.1.1**, Fire and Police Protection, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delay would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM PSR-1, Metro shall coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services is maintained. In addition, the LRT station and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello At-Grade Option.

The Montebello At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of the Montebello At-Grade Option would have a less than significant impact on public services.

7.3.3.2 Construction Impacts

7.3.3.2.1 Fire and Police Protection

Construction of Alternative 1 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. Therefore, construction would not result in an increase in demand for fire and police services due to an increase in population.

Construction of Alternative 3 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via South Mednik Avenue and South Gleason Street would remain open and accessible. As set forth in PM TRA-2 (**Section 8.o**), Metro shall

coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access.

Construction related street closures would also occur on Smithway Street at the proposed Commerce/Citadel station. Industrial properties that rely on Smithway Street as their only access point for vehicles would be affected during project construction if Smithway Street is unable to maintain access during excavation and cover construction activities. Metro standard practices, as set forth in PM TRA-2, require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments, among other local agencies, prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report includes an analysis the potential effect on emergency access during construction and proposes a transportation management plan to help reduce the impacts on traffic movement in the construction work zones. The plan would include provisions to ensure safe access of police, fire, and other emergency vehicles would be maintained. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period are anticipated to be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction activities for Alternative 3 would potentially temporarily increase the demand for fire and police protection services from emergency situations at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section 6.2.1.2**. While construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

As described above, Alternative 3 construction activities would not result in a significant impact relative to fire and police services. Therefore, construction of Alternative 3 would be a less than significant impact.

7.3.3.2.2 Schools

Construction of Alternative 3 would not result in substantial changes to the existing population as construction jobs are temporary. There is already a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 3. Therefore, construction would not affect student population in the GSA or DSA. Alternative 3 would not require any physical alterations at nearby schools, including Griffith Middle School, Garfield High School, Fourth Street Elementary School, or Greenwood Elementary School. Further, as described in Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report, a Traffic Management Plan would be implemented to help reduce the impacts on traffic movement in the construction work zones and would ensure that adequate and safe access would remain available to schools and other facilities. Construction of Alternative 3 would not result in the need for new construction or physical alterations to schools which could cause significant environmental impacts to maintain acceptable service; therefore, construction of Alternative 3 would result in a less than significant impact on schools.

7.3.3.2.3 Parks and Recreational Facilities

Construction would not increase use of the parks and recreational facilities or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase existing demand for park facilities. Further, the construction of Alternative 3 would not require physical alterations to any parks or recreational facilities. Access to existing facilities, including Belvedere Park Lake and would remain available. As set forth in PM TRA-2, Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities for parks and recreational facilities. There would be no need for new or physically altered parks and recreation, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of Alternative 3 would have less than significant impacts on parks and recreational facilities.

7.3.3.2.4 Other Public Facilities

Construction of Alternative 3 would not result in substantial changes to the existing population in the region as construction jobs are temporary. There is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 3. No physical alterations to public libraries would occur during construction, and services would be open and accessible. The East Los Angeles Civic Center and East Los Angeles Library are located immediately adjacent to 3rd Street where Alternative 3 would tie into the existing at-grade guideway at the east end of the East Los Angeles Civic Center Station. The Chet Holifield Library is located at Greenwood Avenue and Frankel Avenue, south of the proposed aerial Greenwood station. Construction activities would not result in any loss of access to the parking areas and/or building entrance of these facilities. Despite some potential construction-related lane and sidewalk closures during business hours, access to the libraries would be maintained, and the libraries would be able to maintain services throughout the construction phase of the project. There would be no need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, the construction of Alternative 3 have less than significant impacts on other public facilities.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 3 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 3. Construction of the Atlantic/Pomona Station Option would potentially temporarily increase the demand for fire and police protection services from incidents or emergencies at construction sites. Because construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection demand during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. In addition, construction of the Atlantic/Pomona Station Option would not require any physical alterations at nearby schools or

parks and recreational facilities. Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would have less than significant impacts on public services.

Montebello At-Grade Option

Construction of Alternative 3 with the Montebello At-Grade Option would not affect public services differently than the base Alternative 3. Construction of the Montebello At-Grade Option would generally have similar impacts to public services as the aerial crossing at this location, including less than significant at Smithway Street at the proposed Commerce/Citadel station and no impacts to Chet Holifield Park and Greenwood Elementary School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. Construction would not require physical alterations to the park or school; further, construction would not increase the use of the park or otherwise generate increased demand through population growth as a result of construction job opportunities. Therefore, construction impacts on public services would be less than significant.

7.3.4 Maintenance and Storage Facilities

7.3.4.1 Operational Impacts

7.3.4.1.1 Commerce MSF

The Commerce MSF site option would be located in an industrial area. Operation of the MSF would not affect any buildings that provide public services or perform health or safety-related functions. There are no schools, parks and recreational facilities, or other public facilities located adjacent to these proposed Project components. The Commerce MSF site option would not affect emergency vehicles travelling on surface streets and therefore would not interfere with fire and police protection response times.

Operation of the Commerce MSF site option would result in permanent closures of Corvette Street. As set forth in PM TRA-3 (**Section 8.o**), the access into and around any of the MSF site options, including surrounding streets, shall be required to provide for adequate emergency access to the MSF and surrounding businesses. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. Therefore, fire and police protection access and response times would be maintained.

Operation of the Commerce MSF site option would potentially increase the demand for fire and police protection services from incidents or emergencies at the new facilities. Incidents or emergencies occurring at the facility could result in an increase in overall response calls within the local jurisdictions. As standard operating practice, Metro would supplement existing local fire and police protection services by providing Transit Services Bureau officers and contracted police services at the Commerce MSF site option, as needed. In addition, Metro enforces strict access and security protocols at maintenance facilities, further reducing the potential demand on fire and police protection services. With this considered, the frequency of any fire or police response calls occurring at the Commerce MSF is likely to be negligible and would not cause a noticeable increase in the overall demand for fire and police protection services. Consequently, the demand for fire and police

protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, the Commerce MSF site option is not anticipated to affect fire and police protection response times and would not require new or physically altered fire or police protection facilities. Although operation of the Commerce MSF site option would potentially result in an increase in demand for fire and police protection services, implementation of the standard operating practices identified above is anticipated to maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. As a result, operation of the Commerce MSF site option would have a less than significant impact with respect to fire and police protection services.

7.3.4.1.2 Montebello MSF

The Montebello MSF site option would be located in an industrial area. Operation of the MSF would not affect any buildings that provide public services or perform health or safety-related functions. There are no schools, parks and recreational facilities, or other public facilities located adjacent to these proposed Project components. The Montebello MSF site option would not affect emergency vehicles travelling on surface streets and therefore would not interfere with fire and police protection response times.

Operation of the Montebello MSF site option would result in the elimination of through access on Acco Street. As set forth in PM TRA-3 (**Section 8.o**), the access into and around any of the MSF site options, including surrounding streets, shall be required to provide for adequate emergency access to the MSF and surrounding businesses. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. Therefore, fire and police protection access and response times would be maintained.

Operation of the Montebello MSF site option would potentially increase the demand for fire and police protection services from incidents or emergencies at the new facilities. Incidents or emergencies occurring at the facility could result in an increase in overall response calls within the local jurisdictions. As standard operating practice, Metro would supplement existing local fire and police protection services by providing Transit Services Bureau officers and contracted police services at the Montebello MSF, as needed. In addition, Metro enforces strict access and security protocols at maintenance facilities, further reducing the potential demand on fire and police protection services. With this considered, the frequency of any fire or police response calls occurring at the Montebello MSF site option is likely to be negligible and would not cause a noticeable increase in the overall demand for fire and police protection services. Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, the Montebello MSF site option is not anticipated to affect fire and police protection response times and would not require new or physically altered fire or police protection facilities. Although operation of the Montebello MSF site option would potentially result in an increase in demand for fire and police protection services, implementation of the standard operating practices identified above is anticipated to maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. As a result, operation of the Montebello MSF site option would have a less than significant impact with respect to fire and police protection services.

Design Option

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not impact fire and police protection services, schools, parks, and other public facilities nor have long-term effects.

The grade crossings that would tie into the Montebello MSF site option from Washington Boulevard could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignaled intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM PSR-1 (**Section 8.o**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained under the Montebello At-Grade Option. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello MSF At-Grade Option.

The Montebello MSF At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of the Montebello MSF At-Grade Option would have a less than significant impact on public services.

7.3.4.2 Construction Impacts

7.3.4.2.1 Commerce MSF

The construction staging areas for the Commerce MSF site option would be located within an industrial area. Construction activities for the Commerce MSF would potentially increase the demand for fire and police protection services from incidents or emergencies at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section 6.2.1.2**. While construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction of the lead tracks into the MSF would result in periodic construction-related street closures or detours. As set forth in PM TRA-2, Metro shall coordinate with local fire and police protection service providers in advance of any construction activities to preserve emergency access.

Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Therefore, construction of the Commerce MSF site option would have a less than significant impact on public services.

7.3.4.2.2 Montebello MSF

The construction staging areas for the Montebello MSF site option would be located within an industrial area. Construction activities for the Montebello MSF would potentially increase the demand for fire and police protection services from incidents or emergencies at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section 6.2.1.2**. While construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction of the lead tracks into the MSF would result in periodic construction-related street closures or detours. As set forth in PM TRA-2 (**Section 8.o**), Metro shall coordinate with local fire and police protection service providers in advance of any construction activities to preserve emergency access. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Therefore, construction of the Montebello MSF site option would have a less than significant impact on public services.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would generally have similar impacts to public services as the aerial track at this location, including no disruption to the facilities or services provided at Chet Holifield Park and Greenwood School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello MSF At-Grade Option.

7.4 Impact CMN-4: Increased Recreation

Impact CMN-4: Would a Build Alternative increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

7.4.1 Alternative 1 Washington

7.4.1.1 Operational Impacts

Alternative 1 does not include rezoning for residential use or increased residential density that would result in population increases and associated increased use of parks and recreational facilities; therefore, operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities.

Operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the demand for parks or require physical alterations to parks to accommodate an increased population.

There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities which would enable transit riders to visit these facilities, such as Chet Holifield Park which is located near the Greenwood station, and the Rio Hondo and San Gabriel River Spreading Grounds and associated bike trails located in the vicinity of Norwalk station. However, local residents are the primary users of these parks and recreational facilities, and it is not anticipated that Alternative 1 would induce a substantial number of new visitors to parks and recreational facilities such that substantial deterioration would occur. Therefore, operation of Alternative 1 would have a less than significant impact from increased recreation.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would generally have similar impacts to parks and recreation facilities as a fully underground station at this location. The Atlantic/Pomona Station Option would not induce population growth or otherwise result in a substantial number of new visitors to Belvedere Park Lake or other parks and recreational facilities in the vicinity of the Project. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have the same impacts to parks and recreation facilities as the aerial crossing at this location. The Montebello At-Grade Option would not result in a substantial number of new visitors to Chet Holifield Park or other parks and recreational facilities in the vicinity of the Project. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact from increased recreation.

7.4.1.2 Construction Impacts

Construction of Alternative 1 would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities associated with Alternative 1 could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreational facilities, including Chet Holifield Park, the Rio Hondo and San Gabriel River Spreading Grounds, and associated bike trails. As discussed in the Eastside Transit Corridor Phase 2 Air Quality Impacts Report, Noise and Vibration Impacts Report, and Transportation and Traffic Impacts Report, however, these impacts would be less than significant with implementation of standard control measures. These effects would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to recreational facilities. The reconstruction of the Rio Hondo and San Gabriel River bridges may require temporary closure or re-routing of the bike trails. As set forth in PM TRA-2 (**Section 8.o**), Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities as discussed in the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report. Thus, access to parks and recreational facilities would be maintained during construction. Additionally, construction of Alternative 1 would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, construction of Alternative 1 would have a less than significant impact from increased recreation.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Further, construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays but access to facilities would be maintained during construction, and no increased use of facilities is anticipated. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have the same impacts to parks and recreation facilities as the aerial alignment at this location. As with an aerial alignment at this location, the Montebello At-Grade Option would not require the physical acquisition, displacement, or

relocation of parks or other recreational facilities. Further, construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays but access to facilities would be maintained during construction, and no increased use of facilities is anticipated. Therefore, construction of the Montebello At-Grade Option would have a less than significant impact from increased recreation.

7.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.4.2.1 Operational Impacts

Alternative 2 would not induce population growth or otherwise result in a substantial number of new visitors to parks and recreational facilities. There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities which would enable transit riders to visit these facilities, such as Belvedere Park Lake and Atlantic Avenue Park and located near Atlantic station (relocated/reconfigured) and Atlantic/Whittier station respectively. Local residents are the primary users of these facilities and it is not anticipated that Alternative 2 would induce a substantial number of new visitors to parks and recreational facilities. Therefore, operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities, and operation of Alternative 2 would not result in a significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option under Alternative 2 would generally have similar impacts to parks and recreation facilities as a fully underground station at this location. The Atlantic/Pomona Station Option would not induce population growth or otherwise result in a substantial number of new visitors to Belvedere Park Lake or other parks and recreational facilities in the vicinity of the Project. Therefore, operation of the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

7.4.2.2 Construction Impacts

Construction of Alternative 2 would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities associated with Alternative 2 would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of nearby parks, including Belvedere Park Lake and Atlantic Avenue Park. As discussed in the Eastside Transit Corridor Phase 2 Air Quality Impacts Report, Noise and Vibration Impacts Report, and Transportation and Traffic Impacts Report, these impacts would be less than significant with implementation of standard control measures. These effects would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to this park and associated recreational facilities. As set forth in PM TRA-2 (**Section 8.o**), Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to Belvedere Park would be maintained during

construction. Additionally, construction of Alternative 2 would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, construction of Alternative 2 would not result in a significant impact related to park use.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option under Alternative 2 would generally have similar impacts to parks and recreation facilities as a fully underground station at this location. Construction activities associated with the Atlantic/Pomona Station Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of nearby parks, including Belvedere Park. However, how it is anticipated that access to Belvedere Park would be maintained during construction. Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would not result in a significant impact.

7.4.3 Alternative 3 Atlantic to Greenwood IOS

7.4.3.1 Operational Impacts

Alternative 3 does not include residential uses that would result in increased demand for use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities which would enable transit riders to visit these facilities, including Chet Holifield Park located near Greenwood station. However, this is not likely given local residents are the primary users of this park and it is not anticipated that Alternative 3 would induce a substantial number of new visitors to parks and recreational facilities that could lead to substantial physical deterioration of the parks and recreational facilities. Therefore, operation of Alternative 3 would not result in a significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 3 with the Atlantic/Pomona Station Option would generally have similar impacts to parks and recreation facilities as a fully underground station at this location. The Atlantic/Pomona Station Option would not induce population growth or otherwise result in a substantial number of new visitors to Belvedere Park Lake or other parks and recreational facilities in the vicinity of the Project. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have the same impacts to parks and recreation facilities as the aerial alignment at this location. The Montebello At-Grade Option would not result in a substantial number of new visitors to Chet Holifield Park or other parks and recreational facilities. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not result in a significant impact related to operational activities.

7.4.3.2 Construction Impacts

Construction of Alternative 3 would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities during construction. Construction activities associated with Alternative 3 could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreation facilities such as the Chet Holifield Park. As discussed in the Eastside Transit Corridor Phase 2 Air Quality Impacts Report, Noise and Vibration Impacts Report, and Transportation and Traffic Impacts Report, these impacts would be less than significant with implementation of standard control measures. These effects would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to this park and associated recreational facilities. As set forth in PM TRA-2 (**Section 8.o**), Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to Chet Holifield Park would be maintained during construction. Additionally, construction of Alternative 3 would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, Alternative 3 would not result in a significant impact related to construction activities.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 3 with the Atlantic/Pomona Station Option would generally have similar impacts to parks and recreation facilities as a fully underground station at this location. Construction activities associated with the Atlantic/Pomona Station Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of nearby parks, including Belvedere Park. However, how it is anticipated that access to Belvedere Park would be maintained during construction. Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would not result in a significant impact.

Montebello At-Grade Option

Construction of Alternative 3 with the Montebello At-Grade Option would have the same impacts to parks and recreation facilities as the base Alternative 3. As with an aerial alignment at this location, the Montebello At-Grade Option would not require the physical acquisition, displacement, or relocation of

parks or other recreational facilities. Further, construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays but access to facilities would be maintained during construction, and no increased use of facilities is anticipated. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would not result in a significant impact.

7.4.4 Maintenance and Storage Facilities

7.4.4.1 Operational Impacts

7.4.4.1.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. Existing and surrounding land uses within and near the Commerce MSF site option consist of light and heavy industrial and commercial uses; there are no parks or recreational facilities at or in close proximity to the site. Operation of the MSF would result in new employment opportunities, but given the large existing labor pool in Los Angeles, this is unlikely to result in workers relocating to the GSA or DSA. Operation of the Commerce MSF site option is not expected to induce population growth to the region that could increase use of parks and recreational facilities and lead to the substantial physical deterioration. The Commerce MSF site option would not affect the use of park and recreation facilities and no impact would occur.

7.4.4.1.2 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. Existing and surrounding land uses within and near the Montebello MSF site option consist of light and heavy industrial and commercial uses; there are no community parks or recreational facilities at or in close proximity to the proposed site. Operation of the MSF would result in new employment opportunities, but given the large existing labor pool in Los Angeles, this is unlikely to result in workers relocating to the GSA or DSA. Operation of the Montebello MSF site option is not expected to induce population growth to the region that could increase use of parks and recreational facilities and lead to substantial physical deterioration of such facilities. The Montebello MSF site option would not affect the use of park and recreation facilities and no impact would occur.

Design Option

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would have the same impacts to parks and recreation facilities as the aerial alignment at this location. The Montebello MSF At-Grade Option would operate along the existing transportation ROW of Washington Boulevard. The connection to the Montebello MSF would not have a direct or indirect impact on parks and recreational facilities; further, no change in population is anticipated. Therefore, the operation of the Montebello MSF with the Montebello MSF At-Grade Option would not affect the use of park and recreation facilities and no impact would occur.

7.4.4.2 Construction Impacts

7.4.4.2.1 Commerce MSF

The Commerce MSF site option is located in an industrial area and there are no parks or recreational facilities at or in close proximity to the site. Construction of the Commerce MSF would not induce population growth that could result in increased use of the parks and recreational facilities leading to substantial physical deterioration as a result of construction job opportunities. Therefore, construction of the Commerce MSF site option would not affect the use of park and recreation facilities and no impact would occur.

7.4.4.2.2 Montebello MSF

The Montebello MSF site option is located in an industrial area and there are no parks or recreational facilities at or in close proximity to the site. Construction of the Montebello MSF site option would not induce population growth that could result in increased use of the parks and recreational facilities leading to substantial physical deterioration as a result of construction job opportunities. Therefore, construction of the Commerce MSF would not affect the use of park and recreation facilities and no impact would occur.

Design Option

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities during construction. Construction activities associated with this option would not impact the use and physical quality of the nearest park, Chet Holifield Park, because of its distance from the connection to the Montebello MSF at Vail Avenue. Therefore, the Montebello MSF At-Grade Option would not result in a significant impact related to construction activities.

7.5 Impact CMN-5: New Recreation Facilities

Impact CMN-5: Would a Build Alternative include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

7.5.1 Alternative 1 Washington

7.5.1.1 Operational Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Design Option

and/or Montebello At-Grade Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.1.2 Construction Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Design Option and/or Montebello At-Grade Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.5.2.1 Operational Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.2.2 Construction Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the construction of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.3 Alternative 3 Atlantic to Greenwood IOS

7.5.3.1 Operational Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the base Alternative 3 or Alternative 3 with Atlantic/Pomona Design Option and/or Montebello At-Grade Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.3.2 Construction Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the construction of the base Alternative 3 or Alternative 3 with Atlantic/Pomona Design Option and/or Montebello At-Grade Design Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.4 Maintenance and Storage Facilities

7.5.4.1 Operational Impacts

7.5.4.1.1 Commerce MSF

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the Commerce MSF site option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.4.1.2 Montebello MSF and Design Option

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the Montebello MSF site option or the Montebello MSF At-Grade Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.4.2 Construction Impacts

7.5.4.2.1 Commerce MSF

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the construction of the Commerce MSF site option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

7.5.4.2.2 Montebello MSF and Design Option

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the construction of the Montebello MSF site option or the Montebello MSF At-Grade Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

8.0 PROJECT MEASURES

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

PM PSR-1: Operational (post-Project) BMPs for the Build Alternatives (may include but would not be limited to):

- Metro shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained.
- Metro shall supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided.

PM TRA-2 and PM TRA-3 shall be implemented during construction of the Build Alternatives. For more details on the project measures, see the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report (Appendix N).

9.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

This section summarizes the mitigation measures that could be implemented to avoid, minimize, or mitigate potentially adverse impacts. Additional measures may be considered during the ongoing coordination process with communities in the DSA.

9.1 Impact CMN-1: Unplanned Population Growth

Impact CMN-1: Would a Build Alternative induce substantial unplanned population growth in an area, either directly or indirectly?

9.1.1 Alternative 1 Washington

As discussed in **Section 7.1.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-1; therefore, no mitigation measures would be required.

9.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.1.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact CMN-1; therefore, no mitigation measures would be required.

9.1.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.1.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-1; therefore, no mitigation measures would be required.

9.1.4 Maintenance and Storage Facilities

As discussed in **Section 7.1.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact CMN-1; therefore, no mitigation measures would be required.

9.2 Impact CMN-2: Displacement

Impact CMN-2: Would a Build Alternative displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

9.2.1 Alternative 1 Washington

As discussed in **Section 7.2.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact CMN-2; therefore, no mitigation measures would be required.

9.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.2.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact under Impact CMN-2; therefore, no mitigation measures would be required.

9.2.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.2.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact CMN-2; therefore, no mitigation measures would be required.

9.2.4 Maintenance and Storage Facilities

As discussed in **Section 7.2.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact CMN-2; therefore, no mitigation measures would be required.

9.3 Impact CMN-3: Public Services

Impact CMN-3: Would a Build Alternative result in substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public service, including fire protection, police protection, schools, parks, or other public facilities?

9.3.1 Alternative 1 Washington

As discussed in **Section 7.3.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-3; therefore, no mitigation measures would be required.

9.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.3.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact CMN-3; therefore, no mitigation measures would be required.

9.3.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.3.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-3; therefore, no mitigation measures would be required.

9.3.4 Maintenance and Storage Facilities

As discussed in **Section 7.3.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact CMN-3; therefore, no mitigation measures would be required.

9.4 Impact CMN-4: Increased Recreation

Impact CMN-4: Would a Build Alternative increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

9.4.1 Alternative 1 Washington

As discussed in **Section 7.4.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-4; therefore, no mitigation measures would be required.

9.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.4.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact CMN-4; therefore, no mitigation measures would be required.

9.4.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.4.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact CMN-4; therefore, no mitigation measures would be required.

9.4.4 Maintenance and Storage Facilities

As discussed in **Section 7.4.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact under Impact CMN-4; therefore, no mitigation measures would be required.

9.5 Impact CMN-5: New Recreation Facilities

Impact CMN-5: Would a Build Alternative include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

9.5.1 Alternative 1 Washington

As discussed in **Section 7.5.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact CMN-5; therefore, no mitigation measures would be required.

9.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.5.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact under Impact CMN-5; therefore, no mitigation measures would be required.

9.5.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.5.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact CMN-5; therefore, no mitigation measures would be required.

9.5.4 Maintenance and Storage Facilities

As discussed in **Section 7.5.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact under Impact CMN-5; therefore, no mitigation measures would be required.

10.0 NO PROJECT ALTERNATIVE

10.1 No Project Alternative

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

10.1.1 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 2020 LRTP Update and the SCAG 2020 RTP/SCS.

10.1.2 Impacts

No Project-related construction activities are proposed under the No Project Alternative. Therefore, no Project-related impacts are expected to communities and neighborhoods under the No Project Alternative.

10.1.2.1 Unplanned Population Growth

The No Project Alternative would not result in new Project-related construction or operation, and would not substantially change existing communities and neighborhoods in the GSA or DSA. Future growth projections for population, housing, and employment would remain unchanged. No impact would occur.

10.1.2.2 Displacement

The No Project Alternative would not result in new Project-related construction or operation, and would not result in the displacement of people or existing housing units. Therefore, no impact would occur.

10.1.2.3 Public Services and Facilities

The No Project Alternative would not result in new Project-related construction or operation, and would not result in the acquisition, displacement, or physical alteration of public services and facilities.

The conditions of such community resources are not expected to change in the future. No impact would occur.

10.1.2.4 New Recreation Facilities

The No Project Alternative would not involve any new Project-related construction or infrastructure; therefore, would not result in the need for the construction of new recreational facilities. No impact would occur.

10.1.2.5 Increased Recreation

The No Project Alternative would not result in any Project-related construction or operations, it would not result in changes to the social and physical character of the GSA and DSA. No impact would occur.

11.0 SUMMARY OF ALTERNATIVES

Table 11-1 provides a summary of impacts for the No Project Alternative, three Build Alternatives, and the MSFs that would remain after mitigation.

Table 11-1. Significant/Adverse Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact CMN-1: Unplanned Population Growth	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact CMN-2: Displacement	No impact	No impact	No impact	No impact	No impact
Impact CMN-3: Public Services	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact CMN-4: Increased Recreation	No impact	Less than significant impact	Less than significant impact	Less than significant impact	No impact
Impact CMN-5: New Recreation Facilities	No impact	No impact	No impact	No impact	No impact

11.1 No Project

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 2020 LRTP Update and the SCAG 2020 RTP/SCS. The No Project Alternative would not result in significant impacts to existing population and housing, public services, and parks and recreational facilities; therefore, no mitigation measures would be required.

11.2 Alternative 1 Washington + MSF

Alternative 1 and either 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 proximity to Alternative 1 and either MSF site option. Alternative 1 and either MSF site option would not require the acquisition and displacement of residential property.

The grade crossings along Washington Boulevard between Greenwood Boulevard and Lambert Road and the transition between at-grade and underground along 3rd Street, directly in front of the East Los Angeles Sheriff Station, could potentially delay fire and police protection vehicles if they arrive at a

crossing at the same time as a passing train. However, such delays would be brief and would not likely affect overall service response times. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignaled intersections quickly to allow emergency vehicles to pass. Metro would coordinate with emergency response officials when designing grade crossings to ensure that emergency response times and access do not deteriorate as a result of Alternative 1.

Bridge replacement at Rio Hondo and San Gabriel River may inhibit access or require temporary closure of respective bike trails, although this effect would be reduced by re-routing of the bike trails around the construction area to allow them to remain open continuously. A short, temporary re-routing of this nature would be unlikely to cause new physical impacts. The re-routing would not require substantial physical alterations or construction and would be accomplished with signage and ground markings. Access to the bike trails as well as other parks and recreation facilities located near the alignment would be maintained during construction and there would be no need for new, expanded, or temporary park facilities to meet existing demand for parks and recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities.

In addition, the passing trains would be similar in scale and character to existing truck traffic along Washington Boulevard and would not pose new physical impacts or disrupt the operations of public facilities. Access to existing public services and facilities would be maintained. All new LRT facilities and crossings would be designed in accordance with *MRDC* including Fire/Life Safety Criteria to ensure safety and minimize potential hazards to the community.

Thus, the operation and construction of the base Alternative 1 and either the Commerce site option or Montebello MSF site option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

11.2.1 Alternative 1 Washington + MSF + Design Option

Alternative 1, either MSF site option and design 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 with the design options and either MSF site option would not require the acquisition and displacement of residential property.

The Atlantic/Pomona Station Option and Montebello At-Grade Option would operate within the existing transportation ROW of Atlantic Boulevard and Washington Boulevard, respectively, and would not result in an increase in demand or need for new public services or facilities. No physical deterioration would occur at the Chet Holifield Park due to its proximity to the at-grade Greenwood station. The proposed station would provide additional access to the park, but attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity.

The grade crossings along Washington Boulevard between Yates Ave and Carob Way can potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief and would not likely affect overall service response times. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. Metro would coordinate with emergency response officials when designing grade crossings to ensure that emergency response times and access do not deteriorate as a result of the Montebello At-Grade Option. The at-grade guideway would be designed in accordance with MRDC including Fire/Life Safety Criteria to ensure safety and minimize potential hazards.

Thus, the operation and construction of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

11.3 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.

Thus, the operation and construction of the base Alternative 2 and the Commerce MSF site option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

11.3.1 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. Access to existing public services and facilities would be maintained. All new LRT facilities and crossings would be designed in accordance with MRDC including Fire/Life Safety Criteria to ensure safety and minimize potential hazards to the community.

The Atlantic/Pomona Station Option would operate within the existing transportation ROW of Atlantic Boulevard and would not result in an increase in demand or need for new public services or facilities. The proposed station would provide additional access to nearby parks, but attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. In addition, the trains operate below ground and would not pose new physical impacts or disrupt the operations of public facilities.

Thus, the operation and construction of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

11.4 Alternative 3 Atlantic to Greenwood IOS + MSF

Alternative 3 and either MSF 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. Access to existing public services and facilities would be maintained. All new LRT facilities and crossings would be designed in accordance with *MRDC* including Fire/Life Safety Criteria to ensure safety and minimize potential hazards to the community.

Thus, the operation and construction of the base Alternative 3 and either the Commerce site option or Montebello MSF site option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

11.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Option

The Atlantic/Pomona Station Option and Montebello At-Grade Option would operate within the existing transportation ROW of Atlantic Boulevard and Washington Boulevard, respectively, and would not result in an increase in demand or need for new public services or facilities. No physical deterioration would occur at the Chet Holifield Park due to its proximity to the at-grade Greenwood station. The proposed station would provide additional access to the park, but attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. In addition, the passing trains would be similar in scale and character to existing truck traffic along Washington Boulevard and would not pose new physical impacts or disrupt the operations of public facilities.

The grade crossings along Washington Boulevard between Yates Ave and Cabo Way can potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief and would not likely affect overall service response times. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. Metro would coordinate with emergency response officials when designing grade crossings to ensure that emergency response times and access do not deteriorate as a result of the Montebello At-Grade Option. The at-grade guideway would be designed in accordance with MRDC including Fire/Life Safety Criteria to ensure safety and minimize potential hazards.

Thus, the operation and construction of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact CMN-1 (Unplanned Population Growth), CMN-3 (Public Services), and CMN-4 (Increased Recreation). There would be no impact under CMN-2 (Displacement) and CMN-5 (New Recreation Facilities).

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