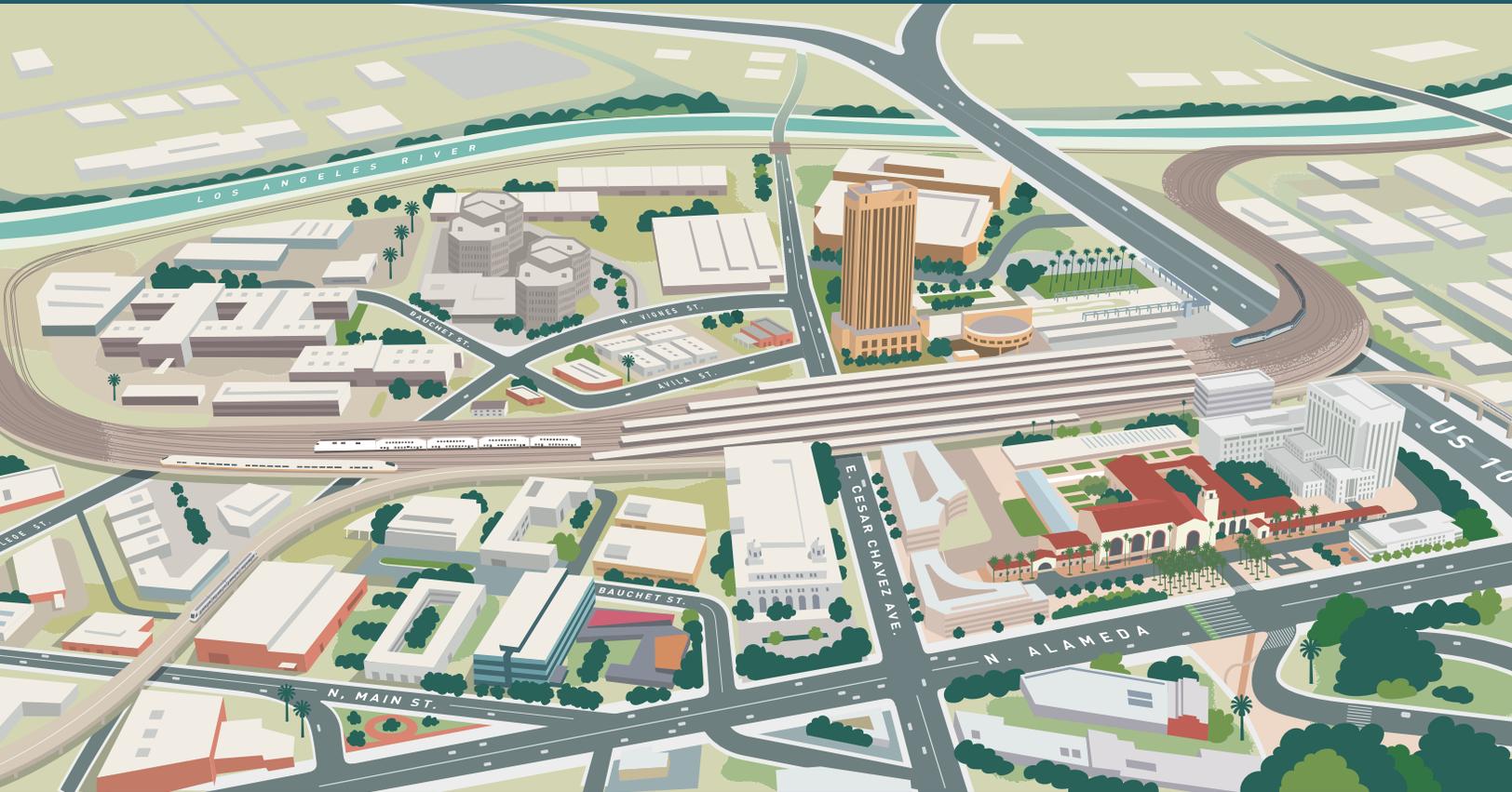


Link Union Station

Final Community Impact Assessment

January 2026



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

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APPENDICES

Appendix A: Consistency with Applicable Plans, Policies, and Programs

Appendix B: Non-Metro-Owned Potentially Affected Parcels

ACRONYMS

ADA	Americans with Disabilities Act
ADSP	Alameda District Specific Plan
AF	acre-feet
AFY	acre-feet per year
APN	Assessor’s Parcel Number
ATP	Archaeological Treatment Plan
BETP	Built Environment Treatment Plan
BMP	best management practice
btu	British thermal units
C&D	construction and demolition
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHSRA	California High-Speed Rail Authority
CIA	community impact assessment
CP	control point
dB	decibel
dBA	A-weighted decibel
DCP	Downtown Community Plan
DHHS	Department of Health and Human Services
DTSC	Department of Toxic Substances Control
EFC	Equity Focus Communities
EIA	Energy Information Administration
EIR	environmental impact report
EIS	environmental impact statement
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAQ	frequently asked questions
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HABS	Historic American Buildings Survey
HACLA	Housing Authority of City of Los Angeles
HASP	Health and Safety Plan

HMMP	Hazardous Materials Management Plan
HSR	high-speed rail
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LASAN	City of Los Angeles's Department of Public Works, Bureau of Sanitation
LASD	Los Angeles County Sheriff's Department
LAUS	Los Angeles Union Station
LEED®	Leadership in Energy and Environmental Design®
LEP	limited English proficiency
LID	Low Impact Development
Link US	Link Union Station
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LUC	Land Use Covenant
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
No.	number
NOI	notice of intent
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PMP	Paleontological Mitigation Plan
Project	Link Union Station Project
RIO	River Improvement Overlay
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority (SCRRA or Metrolink)
SCORE	Southern California Optimized Rail Expansion
SCS	Sustainable Communities Strategy
SEIR	Supplemental Environmental Impact Report
SHPO	State Historic Preservation Officer
SWPPP	Stormwater Pollution Prevention Plan
TCE	temporary construction easement
TMP	Traffic Management Plan
U.S.	United States
US-101	United States Highway 101

USC	United States Code
USDOT	United States Department of Transportation
VCE	vertical circulation element
WMH	William Mead Homes

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ES.0 Executive Summary

This Community Impact Assessment (CIA) includes an evaluation of the affected environment and potential effects of the No Action Alternative and the Build Alternative on the communities and neighborhoods within the Los Angeles Union Station (LAUS) Link Union Station (Link US) Project (Project or proposed action) study area, socioeconomic planning area, and community analysis study area. This CIA was prepared using the California Department of Transportation (Caltrans) Standard Environmental Reference, Environmental Handbook, Volume 4 – Community Impact Assessment (Caltrans 2011) as a guide. In particular, this CIA addresses the following topics:

- Compatibility with existing land uses
- Consistency with applicable state, regional, and local plans and programs
- Effects on community facilities, parks and recreational facilities, and public services
- Changes in community character or cohesion
- Effects on mobility and access, including impacts on traffic and pedestrian/bicycle facilities
- Effects on utilities and communication providers
- Economic effects
- Effects on minority communities, low-income communities, and non-minority communities
- Growth-related effects

Based on the evaluation in this CIA, implementation of the Build Alternative would result in potential adverse effects related to land use compatibility, emergency response times, conflicts with existing plans that promote active transportation and efficient goods movements, hazardous materials/soils and worker safety, historic properties, and utility service interruptions. The following mitigation measures (described in Chapter 7.0) would be implemented to mitigate potential adverse effects:

Implementation of the following mitigation measures would reduce adverse effects associated with land use compatibility:

- Mitigation Measure TR-1: Prepare a Construction Traffic Management Plan (TMP)
- Mitigation Measure AQ-1: Fugitive Dust Control
- Mitigation Measure AQ-2: United States (U.S.) Environmental Protection Agency's (EPA) Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment
- Mitigation Measure AQ-3, Adaptive Air Quality Mitigation Plan
- Mitigation Measure AES-1: Aesthetic Treatments

- Mitigation Measure AES-2: Minimize Nighttime Work and Screen Direct Lighting (during construction)
- Mitigation Measure AES-3: Screen Direct Lighting and Glare (from permanent lighting and canopies)
- Mitigation Measure NV-1: Construct Sound Wall (at William Mead Homes and Care First Village)
- Mitigation Measure NV-2: Employ Noise- and Vibration-Reducing Measures during Construction
- Mitigation Measure NV-3: Prepare a Community Notification Plan for Project Construction

Implementation of the following mitigation measure would reduce adverse effects on public services associated with emergency response times:

- Mitigation Measure TR-1: Prepare a Construction TMP

Implementation of the following mitigation measure would reduce adverse effects associated with conflicts with existing plans:

- Mitigation Measure LU-1: Enhance Neighborhood Connectivity
- Mitigation Measure TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)

Implementation of the following mitigation measures would reduce adverse effects associated with human health and environmental conditions during construction:

- Mitigation Measure HWQ-1: Prepare and Implement a Stormwater Pollution Prevention Plan (SWPPP)
- Mitigation Measure HWQ-2: Final Water Quality Best Management Practice (BMP) Selection (Caltrans Right-of-Way [ROW])
- Mitigation Measure HWQ-3: Final Water Quality BMP Selection (Railroad ROW)
- Mitigation Measure HWQ-4: Final Water Quality BMP Selection (City of Los Angeles)
- Mitigation Measure HWQ-5: Comply with Local Dewatering Requirements
- Mitigation Measure HWQ-6: Comply with Local Dewatering Requirements for Contaminated Sites
- Mitigation Measure HWQ-7: Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses
- Mitigation Measure HAZ-1: Prepare a Construction Hazardous Materials Management Plan

- Mitigation Measure HAZ-2: Prepare a Project-wide Phase II Environmental Site Assessment (ESA; based on completed Phase I ESA)
- Mitigation Measure HAZ-3: Prepare a General Construction Soil Management Plan
- Mitigation Measure HAZ-4: Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)
- Mitigation Measure HAZ-5: Land Use Covenant (LUC) Sites and Coordination with the Department of Toxic Substances Control (DTSC)
- Mitigation Measure HAZ-6: Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered
- Mitigation Measure HAZ-7: Compliance with the City of Los Angeles Building Code Methane Regulation
- Mitigation Measure HAZ-8: Pre-Demolition Investigation

Implementation of the following mitigation measures would mitigate adverse effects on cultural and paleontological resources; however, adverse effects on LAUS, the Vignes Street Undercrossing, the North Main Street Bridge, Archaeological Site P-19-001575 (CA-LAN-1575/H), and paleontological resources would remain unavoidable after implementation of the Build Alternative:

- Mitigation Measure CUL-1: Archeological Treatment Plan (ATP)
- Mitigation Measure CUL-2: Built Environment Treatment Plan (BETP)
 - o Mitigation Measure PAL-1: Paleontological Mitigation Plan (PMP)
 - o Mitigation Measure PAL-2: Paleontological Worker Environmental Awareness Program (WEAP) Training
 - o Mitigation Measure PAL-3: Curation

The Build Alternative is anticipated to result in improved operational efficiency, capacity, flexibility, and connectivity for trains using LAUS, which would provide a wide range of beneficial impacts on the community as a whole and to transit users especially. A summary of the beneficial effects are as follows:

- Improved regional connectivity with one seat rides to key destinations in Southern California.
- Reduced train idling times resulting in shorter wait times and emissions reductions per train, improving the air quality within the Project study area.
- Creation of future retail and transit serving amenities.

- Improved pedestrian access to the train platforms and capacity for passengers connecting to various rail/transit services at LAUS with enhanced accessibility for passengers with disabilities.
- Mitigation is proposed to reduce train noise at William Mead Homes and Care First Village, two minority and/or low-income communities. These communities are adjacent to the rail corridor and do not currently have any sound walls for existing train traffic.
- Improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit.
- Increased tax revenues generated, along with higher employment and labor income, specifically:
 - o Increased annual local government revenues \$4.0 million (in 2019 dollars) during operation of the Build Alternative
 - o Creation of more than 23,000 job-years in Los Angeles County during the construction phase for the Build Alternative
 - o Creation of up to 146 new full-time equivalent positions (including 96 retail jobs) at the concourse in the opening year
 - o Creation of an additional 25 full-time equivalent positions associated with expanded Metrolink and Amtrak services and the introduction of California High-Speed Rail Authority (CHSRA) service after the opening year
- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region.
- Remediation of hazardous materials sites within the Project study area.

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of LAUS, is proposing the infrastructure improvements associated with the Link US Project (Project or proposed action) to address existing capacity constraints at LAUS. For the purposes of the National Environmental Policy Act (NEPA), Metro is serving as the local Project sponsor and joint lead agency.

Pursuant to 23 United States Code (USC) Section 327 and a memorandum of understanding (MOU) between the Federal Railroad Administration (FRA) and the State of California, effective July 23, 2019, under a program known as NEPA Assignment, CHSRA is responsible for the federal review and approval of environmental documents for projects on the high-speed rail (HSR) system and other passenger rail projects that directly connect to the HSR system, including the Link US Project. For the purposes of the environmental impact statement (EIS) being prepared, CHSRA is serving as the federal lead agency with NEPA responsibilities pursuant to the requirements of the NEPA Assignment MOU. CHSRA and Metro are preparing the EIS in compliance with NEPA (42 USC Section 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (*Federal Register* 64(101), 28545-28556, May 26, 1999), 23 USC Section 139, and the NEPA Assignment MOU.^{1, 2}

Pursuant to the MOU requirements between FRA and the State of California, FRA's Environmental Procedures are being used to determine environmental effects of the No Action Alternative and the Build Alternative.

Below is an overview of the purpose and need, the Project study area, the No Action Alternative, and the major components associated with the on-site infrastructure improvements proposed at and within the vicinity of LAUS that are associated with the Build Alternative considered in the EIS.

¹ While this environmental document was being prepared, Federal Railroad Administration (FRA) adopted new NEPA compliance regulations (23 CFR 771). Those regulations only apply to actions initiated after November 28, 2018. See 23 CFR 771.109(a)(4). Because this environmental document was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

² The CEQ issued new regulations, effective April 20, 2022, updating the NEPA implementing procedures at 40 CFR Parts 1500–1508. However, because this environmental document was initiated prior to the effective date, it is not subject to the new regulations and CHSRA is relying on the regulations as they existed on the date of the initial Notice of Intent, May 31, 2016. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations and the 1986 amendment, 51 *Federal Register* 15618 (April 25, 1986).

1.1 Purpose

The purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub end tracks configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

1.2 Need

The need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans (RTP) that provide for increased operational frequency for regional and intercity trains; and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

1.3 Project Location and Study Area

The Build Alternative consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 1-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The northern Project limit is at North Main Street (Mile Post 1.18) and the southern Project limit is in the vicinity of Control Point (CP) Olympic, south of Interstate 10 and Olympic Boulevard (Mile Post 142.70).

Figure 1-2 depicts the Project study area, which is generally used to characterize the affected environment, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements at and within the vicinity of LAUS. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes CP Chavez and the area north of the platforms at the LAUS rail yard, from North Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. The Garden Tracks (stub-end tracks where private train cars are currently stored)

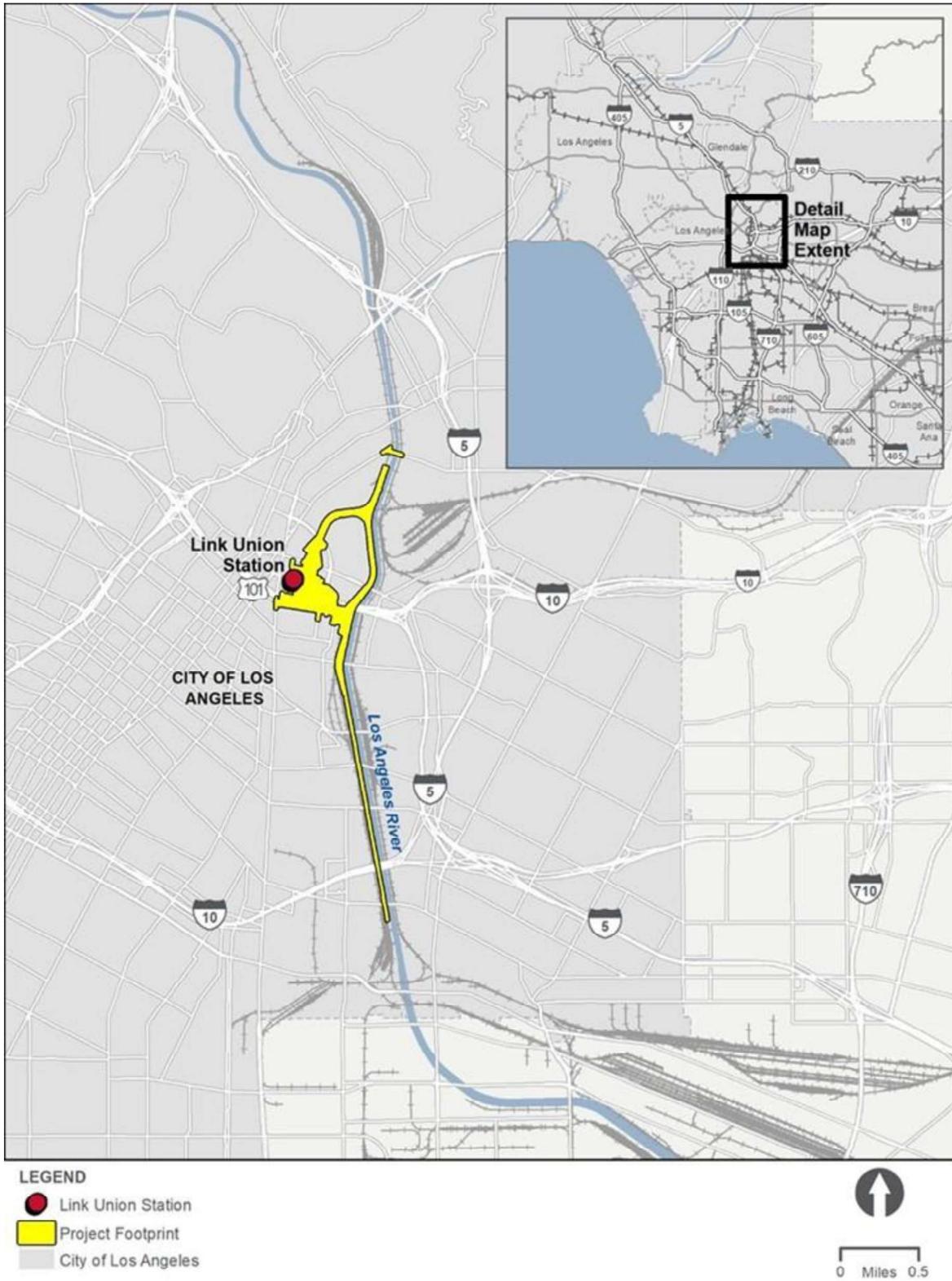
are also located just north of the platforms. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.

- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF Railway (BNSF) West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

The Project study area has a dense street network ranging from major highways to local city streets. The roadways within the Project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

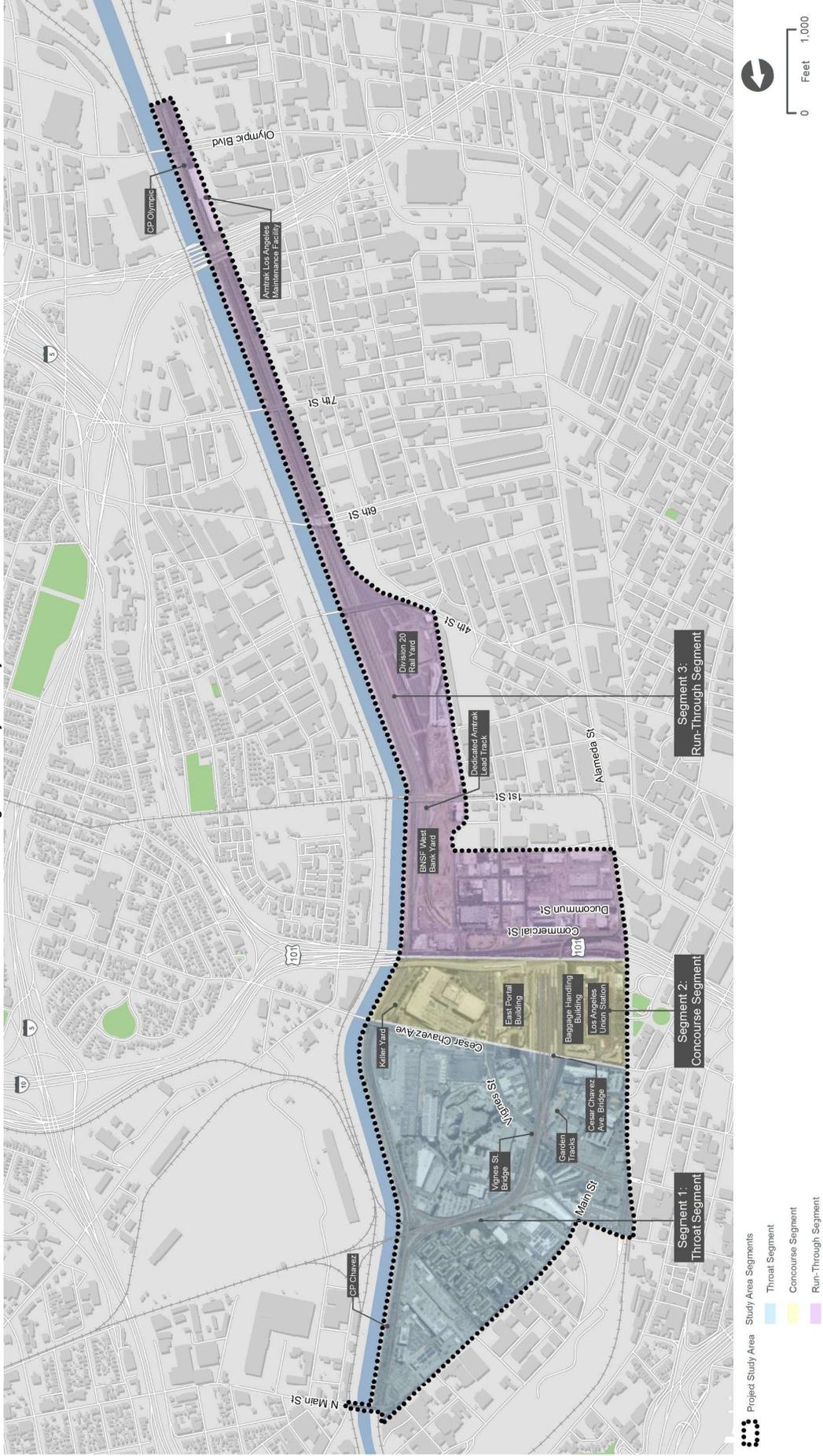
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Figure 1-1. Project Location and Regional Vicinity



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Figure 1-2. Project Study Area



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1.4 Project Alternatives

The EIS includes an evaluation of the No Action Alternative and one build alternative (Build Alternative). The Build Alternative would include, but not be limited to, new lead tracks north of LAUS (Segment 1: Throat Segment), an elevated throat and rail yard with concourse-related improvements at LAUS (Segment 2: Concourse Segment), and 10 run-through tracks south of LAUS (Segment 3: Run-Through Segment).

1.4.1 No Action Alternative

NEPA (40 CFR 1502.14(d)) requires federal agencies to include an analysis of “the alternative of no action.” For NEPA purposes, the No Action Alternative is the baseline against which the effects of implementing the Build Alternative is evaluated against to determine the extent of environmental and community effects. For the No Action Alternative, the baseline year is 2016, and the horizon year is 2040.

The No Action Alternative represents the future conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented. The No Action Alternative reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area, as identified in planning documents prepared by Southern California Association of Governments (SCAG), Metro, and/or Metrolink, including the *2023 Federal Transportation Improvement Program (FTIP)* (SCAG 2023), *Final 2008 Regional Comprehensive Plan* (SCAG 2008), and the *2020 RTP/Sustainable Communities Strategy (SCS): Connect SoCal* (SCAG 2020).

Conditions in the Project study area would remain similar to the existing condition, as described below:

- **Segment 1: Throat Segment** – Trains would continue to operate on five lead tracks that do not currently accommodate the planned HSR system. The tracks north of LAUS would remain at the current elevation, and the Vignes Street Bridge and Cesar Chavez Avenue Bridge would remain in place.
- **Segment 2: Concourse Segment** – LAUS would not be transformed from a stub-end tracks station into a run-through tracks station, and the 28-foot-wide pedestrian passageway would be retained in its current configuration. No modifications to the existing passenger circulation routes or addition of vertical circulation elements (VCE; escalators and elevators) at LAUS would occur.
- **Segment 3: Run-Through Segment** – Commercial Street would remain in its existing configuration, and implementation of active transportation improvements would likely be implemented along Center Street in concert with the *Connect US Action Plan* (Metro 2015). No modifications to the BNSF West Bank Yard would occur.

1.4.2 Build Alternative

The key components associated with the Build Alternative are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Build Alternative includes subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Build Alternative includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez on the west bank of the Los Angeles River, the Build Alternative also includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Segment 2: Concourse Segment (elevated rail yard and expanded passageway)** – The Build Alternative includes an elevated rail yard and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1, serving the Gold Line, would be lengthened, and elevated to optimize east to west passenger circulation. The pedestrian passageway would be expanded at the current grade to a 140-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height, and two design options are considered for canopies that would extend over the rail yard (Section 1.4.3).
- **Segment 3: Run-Through Segment (10 run-through tracks)** – The Build Alternative includes 10 new run-through tracks south of LAUS in Segment 3 of the Project study area (run-through segment). The Build Alternative includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support run-through tracks for both regional/intercity rail trains and HSR trains. At the BNSF West

Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Build Alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communication systems; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to the Amtrak lead track; addition of access roadways to the railroad ROW; land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

1.4.3 Rail Yard Canopy Design Options

Two design options for canopies over the elevated platforms in the rail yard are considered in conjunction with the concourse-related improvements as part of the Build Alternative.

- **Rail Yard Canopy Design Option 1 (individual canopies)** – This design option would include replacing the existing historic butterfly canopies with individual canopies above each platform. New individual canopies would extend up to 25 feet above each platform and would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms. Platform lengths would vary between 450 and 1,445 feet. Platforms would be up to 30 feet wide.
- **Rail Yard Canopy Design Option 2 (grand canopy)** – This design option would include replacing the existing historic butterfly canopies with a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms. The grand canopy would be up to 1,500 feet long and wide enough to provide cover over all elevated platforms in the rail yard.

1.5 Project Implementation Approach

The implementation of infrastructure improvements would generally occur in two main phases that are evaluated as scenario years in the EIS: the interim condition and the full build-out condition. The infrastructure improvements for each of these scenarios are described below.

1.5.1 Interim Condition (Phase A)

The interim condition (also referred to as Phase A) is when the run-through track infrastructure south of LAUS and the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service would be implemented. The interim condition does not include new lead tracks north of LAUS, or the elevated rail yard and new concourse-related improvements at LAUS. The interim condition aligns with a construction completion date as early as 2026.

A summary of the proposed activities associated with the interim condition is provided below.

- Acquire properties south of LAUS within the Project footprint.
- Relocate utilities north and south of LAUS.
- Acquire a portion of the BNSF West Bank Yard (majority north of First Street) and remove 5,500 feet of existing storage tracks at BNSF West Bank Yard.
- Construct special track work and modify signal/communication infrastructure north of LAUS.
- Construct a run-through track ramp on the southern extent of Platform 4 at LAUS.
- Construct a common viaduct/deck over US-101.
- Construct a common embankment from Vignes Street to Center Street south of LAUS.
- Construct common Center Street Bridge south of LAUS.
- Construct common embankment or new common bridge from Center Street to Amtrak Bridge south of LAUS.
- Construct common Amtrak Bridge south of LAUS.
- Construct Division 20 access road.
- Construct common rail embankment on the west bank of the Los Angeles River (from Amtrak Bridge to First Street Bridge).
- Construct new dedicated lead tracks for BNSF freight trains and Amtrak trains.
- Construct two run-through tracks from Platform 4 at LAUS to the main line tracks along the west bank of the Los Angeles River.

Some embankments and/or bridges south of LAUS could be constructed in a phased manner.

1.5.2 Full Build-Out Condition (Phase B)

The full build-out condition (also referred to as Phase B) is when new lead tracks and the elevated throat north of LAUS, along with the elevated rail yard and concourse-related improvements at LAUS would be implemented. The full build-out condition aligns with a construction completion date as early as 2031.

A summary of the proposed activities associated with the full build-out condition is provided below.

- Construct new compatible lead tracks and reconstruct throat north of LAUS.
- Construct new bridges over Vignes Street and Cesar Chavez Avenue north of LAUS.

- Construct elevated rail yard, concourse-related improvements, and East/West Plazas at LAUS.
- Construct remaining run-through tracks for regional/intercity rail operations on previously constructed structures south of LAUS.

The full build-out condition includes the common rail infrastructure for the planned HSR system that would be located throughout the Link US Project limits, including improvements at LAUS. Operation of HSR trains would occur on two lead tracks north of LAUS, Platforms 2 and 3 and associated Tracks 3 through 6 at LAUS, and on HSR run-through tracks supported by common rail bridges and embankments south of LAUS. Operation of the planned HSR system is or will be considered in CHSRA's environmental documentation for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections.

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2.0 Regulatory Setting

2.1 Federal Regulations

The Draft EIS/SEIR was issued in June 2024, prior to the issuance of recent federal EOs and regulatory directions. Therefore, this section still includes a summary of the regulatory framework at the time when the Draft EIS/SEIR was prepared. This document also includes a summary of recent federal EOs and guidance, which may not apply to this project.

2.1.1 National Environmental Policy Act

NEPA was established, in part, to “maintain, wherever possible, an environment which supports diversity and variety of individual choice” (42 USC Section 4331 [b][4]) and “achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life’s amenities” (42 USC Section 4331 [b][5]). NEPA requires federal agencies to undertake an assessment of the environmental effects, including community effects, of their proposed actions prior to making decisions (CEQ regulations [40 CFR Sections 1500-1508]).

2.1.2 Federal Transportation Improvement Program

The FTIP is a federally mandated, 4-year program of all surface transportation projects planned to receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of transportation projects proposed over a 6-year period and includes projects related to highway improvements; transit, rail and bus facilities; high-occupancy vehicle lanes; high-occupancy toll lanes; signal synchronization; intersection improvements; freeway ramps; nonmotorized projects; bicycles; and pedestrians.

Amendment #2 to the 2020 RTP/SCS: Connect So Cal included the 2023 FTIP, and the Project is listed as #LA0G1051.

2.1.3 Federal Railroad Administration Environmental Procedures (64 *Federal Register* 28545-28556)

FRA’s Environmental Procedures outline the methods to determine potential adverse effects related to the socioeconomic environment, including the number and kinds of available jobs; the potential for community disruption and demographic shifts; the need for and availability of relocation housing; and effects on commerce, including effects on existing businesses and the effects on local government services and revenues.

In addition, FRA’s Environmental Procedures require that a project’s potential effects on local land use controls and comprehensive regional planning be analyzed, where applicable. Development within the affected environment, including other proposed federal actions in the area must also be analyzed, if applicable. Where inconsistencies or conflicts exist, the evaluation should include a description of reconciliation and/or the reason for proceeding notwithstanding the absence of full reconciliation. If conflicts would result from the project, early notification to the applicable

agency would be required, as would the incorporation of such conflicts into the environmental document.

While this environmental document was being prepared, FRA adopted new NEPA compliance regulations (23 CFR 771). Those regulations only apply to actions initiated after November 28, 2018. See 23 CFR 771.109(a)(4). Because this environmental document was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

2.1.4 Council for Environmental Quality 40 CFR 1502.16(c)

CEQ requires a discussion of possible conflicts between the proposed action and the objectives of Federal, regional, state, and local land use plans, policies, and controls for the area concerned.

2.1.5 Title VI of the Civil Rights Act (42 USC § 2000(d) et seq.)

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in programs receiving federal funding. Federal agencies are required to ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

2.1.6 Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (1994) (Executive Order 12898)

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was signed February 11, 1994. It directs federal agencies to take the appropriate and necessary steps to identify and address disproportionate and adverse human health or environmental effects of federal projects and programs on minority populations and low-income populations (referred to as EJ Communities in this document) to the greatest extent practicable and permitted by law. EO 12898 seeks the "fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies" (U.S. EPA 2017).

Meaningful involvement means that 1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that would affect their environment and/or health; 2) the public's contribution can influence the regulatory agency's decision; 3) the concerns of all participants involved will be considered in the decision-making process; and 4) the decision makers seek out and facilitate the involvement of those potentially affected.

CEQ responded to EO 12898 by issuing guidance for agencies on how to address EJ under NEPA. The CEQ EJ guidance includes general principles for addressing EJ during the NEPA process, such as considering relevant public health data; recognizing interrelated cultural, social, occupational, historical, or economic factors; and developing effective public participation strategies.

Section 1-102 of EO 12898 was amended on January 27, 2021. The amended order creates a government-wide initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities and tracking performance toward that goal through the establishment of an EJ Scorecard. The order also establishes a new White House EJ Interagency Council and a White House EJ Advisory Council.

2.1.7 Revitalizing Our Nation’s Commitment to Environmental Justice for All (Executive Order 14096)

EO 14096 was signed on April 21, 2023, establishing a policy for federal agencies to prioritize investment in environmental justice communities, consider the cumulative effects of legacy pollution and historic federal actions on environmental justice communities and integrate environmental justice into the core mission of each federal agency. This EO is an update to EO 12898. Under EO 14096, environmental justice is now evaluated based simply on disproportionate and adverse impacts. The Fact Sheet that accompanied the EO indicates that “The Executive Order uses the term “disproportionate and adverse” as a simpler, modernized version of the phrase “disproportionately high and adverse” used in Executive Order 12898. Those phrases have the same meaning but removing the word “high” eliminates potential misunderstanding that agencies should only be considering large disproportionate effects.”

2.1.8 Council on Environmental Quality Environmental Justice Guidance

The CEQ responded to EO 12898 by issuing guidance for agencies on how to address EJ under NEPA. The CEQ EJ guidance includes general principles for addressing EJ during the NEPA process, such as considering relevant public health data; recognizing interrelated cultural, social, occupational, historical, or economic factors; and developing effective public participation strategies.

2.1.9 U.S. Department of Transportation Order 5610.2(c) – Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1997) and Final Department of Transportation Environmental Justice Order (2012)

In 1997, the U.S. Department of Transportation (USDOT) issued Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Order 5610.2(a)), which is used by USDOT to comply with EO 12898, and sets guidelines to ensure that all federally funded transportation-related programs, policies, or activities that have the potential to adversely affect human health or the environment involve a planning and programming process that explicitly considers effects on minority populations and low-income populations.

USDOT Order 5610.2(a) defines low-income as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. Minority is defined as a person who is Black; Hispanic or Latino, regardless of race; Asian American; American Indian and Alaska Native; or Native Hawaiian and Other Pacific Islander.

On May 16, 2021, USDOT issued USDOT Order 5610.2(c), which is an update to the 1997 order and subsequent USDOT Order 5610.2(b), which had removed many requirements from the 1997 order. USDOT Order 5610(c) rescinded the changes in USDOT Order 5610.2(b) in full. USDOT Order 5610.2(c) defines a disproportionate and adverse effect as one that would meet either of the following characteristics:

- The adverse effect would be predominantly borne by a minority and/or low-income population.
- The adverse effect suffered by the minority population and/or low-income population would be appreciably more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income population.

2.1.10 Improving Access to Services for Persons with Limited English Proficiency (Executive Order 13166)

EO 13166 Improving Access to Services for Persons with Limited English Proficiency, was signed on August 11, 2000. EO 13166 requires federally funded programs to develop and implement a system to provide meaningful access for limited-English proficiency populations.

2.1.11 Federal Transit Administration Circular C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients

Federal Transit Administration (FTA) Circular C 4702.1B was issued to provide federal grant recipients with a framework for integrating principles of environmental justice into public transportation decision-making processes. Circular 4702.1B provides guidance on the development and implementation of a Title VI plan, including inclusive public participation requirements and limited English proficiency (LEP) assistance. The guidelines provide instructions for a Four-Factor Analysis to determine language services that should be provided and how to develop a Language Assistance Plan.

2.1.12 Federal Transit Administration Circular C 4703.1B, Environmental Justice Policy Guidance for Federal Transit Administration Recipients

FTA Circular C 4703.1 was issued to provide federal grant recipients with guidance for incorporating environmental justice principles into projects and activities that receive funding from FTA. Circular 4703.1 defines low-income as person whose household is at or below the Department of Health and Human Services (DHHS) poverty guidelines. The Circular further encourages recipients to use a locally developed threshold, such as that used for the FTA grant program, which is 150 percent of the poverty line.

2.1.13 Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis (Executive Order 13990)

EO 13990 was signed on January 20, 2021, and seeks to prioritize environmental justice in federal decision making.

2.1.14 Protection of Children from Environmental Health Risks and Safety Risks (Executive Order 13045)

EO 13045 requires federal agencies to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and ensure that its regulatory actions address disproportionate risks to children that result from environmental health risks or safety risks.

2.1.15 Americans with Disabilities Act (42 United States Code Sections 12101 to 12213)

The Americans with Disabilities Act prohibits, under certain circumstances, discrimination based on disability.

2.1.16 Age Discrimination Act of 1975 (42 United States Code Sections 6101-6107)

The Age Discrimination Act of 1975 prohibits discrimination on the basis of age in programs or activities receiving federal funding.

2.1.17 Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 United States Code Chapter 61)

The Uniform Act provides uniform and equitable treatment of persons displaced from their homes, businesses, non-profit associations, or farms by federal and federally assisted programs, and establishes uniform and equitable land acquisition policies.

The Uniform Act requires the owning agency to notify affected owners of the agency's intent to acquire an interest in their property, including a written offer letter of just compensation that specifically describes those property interests and assigns a right-of-way specialist to each property owner to assist them with this process. The Uniform Act also provides financial and advisory benefits to displaced individuals to help them relocate their residence or business. Benefits are available to owners and tenants of residential and business properties.

2.1.18 Partnership for Sustainable Communities Livability Principles

The livability principles, developed by the U.S. EPA, U.S. Department of Housing and Urban Development, and U.S. Department of Transportation, aim to help improve access to affordable housing, create more transportation options, and lower transportation costs, while protecting the environment in communities nationwide.

2.1.19 Initial Rescissions of Harmful Executive Orders and Actions (Executive Order 14148)

EO 14148 commenced policies to make our Nation united, fair, safe, and prosperous again by restoring common sense to the Federal Government and unleashing the potential of the American citizen. It revoked a list of executive orders.

2.1.20 Unleashing American Energy (Executive Order 14154)

EO 14154 recognized that the United States is blessed with an abundance of energy and natural resources that have historically powered our Nation's economic prosperity. It aimed to guarantee that all executive departments and agencies (agencies) provide opportunity for public comment and rigorous, peer-reviewed scientific analysis while expediting and simplifying the permitting process. It revoked a list of executive orders, and it directed federal agencies to undertake all available efforts to eliminate all delays within their respective permitting processes.

2.1.21 Ending Illegal Discrimination and Restoring Merit-Based Opportunity (Executive Order 14173)

EO 14173 recognized the longstanding Federal civil-rights laws that protect individual Americans from discrimination based on race, color, religion, sex, or national origin. It recognized that these civil-rights protections serve as a bedrock supporting equality of opportunity for all Americans. It revoked a list of executive orders and it aimed to streamline federal contracting process to enhance speed and efficiency, reduce costs, and require Federal contractors and subcontractors to comply with civil-rights laws.

2.1.22 Designating English as the Official Language of the United States (Executive Order 14224)

Executive Order 14224 designated English as the official language of the United States. It revoked Executive Order 13166.

2.2 Regional, State and Local Regulations

2.2.1 California Relocation Assistance Act

The California Relocation Assistance Act includes requirements for just compensation for real property. Owners of private property have federal and state constitutional guarantees that their property will not be taken for public use or damaged unless they first receive just compensation. Just compensation is measured by the fair market value of the acquired property. According to the Code of Civil Procedure Section 1263.320a, "fair market value 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.” Because the Project is an undertaking involving federal funds, the Uniform Relocation Assistance and Real Property Acquisition Policies Act will govern if there is a conflict with the California Relocation Assistance Act.

2.2.2 State Planning and Zoning Laws (California Government Code Section 65300)

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The State Zoning Law (California Government Code Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, are required to be consistent with the general plan and any applicable specific plans. A specific plan is another planning device that governs a smaller land area than the general plan but must be consistent with the overarching general plan. Specifically, it implements the general plan in a particular geographic area (California Government Code Section 65450).

2.2.3 Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, Senate Bill 375)

Senate Bill (SB) 375 of 2008 provides for greater coordination of state housing and environmental and transportation laws and requires regional metropolitan planning organizations to develop an SCS as part of the RTP. SCAG is the metropolitan planning organizations for the Project study area.

2.2.4 California Public Utilities Code – Public Utilities Code Section 30631

Metro is authorized by the State of California to develop its property under its enabling legislation (Assembly Bill 152) and Public Utilities Code 30631(a).

2.2.5 Southern California Association of Governments 2020 Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS is a long-range transportation plan that provides a blueprint to coordinate the regional transportation system by creating a vision for transportation investment throughout the region and identifying regional transportation and land use strategies to address mobility needs and help the region achieve state greenhouse gas emission reduction goals. Amendment #2 to the 2020 RTP/SCS: Connect So Cal included the 2023 Federal Transportation Improvement Program, and the Project is listed as #LA0G1051.

2.2.6 California Government Code 65040.12(e)

California Government Code 65040.12(e.g.) defines environmental justice as the “fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with

respect to the...enforcement of environmental laws, regulations, and policies.” Section 65040.12(e)(2)(D) requires agencies to, at a minimum, meaningfully consider input from those most impacted by pollution during environmental and land use decision making.

2.2.7 City of Los Angeles General Plan, Mobility Plan 2035 (2016) and Plan for a Healthy Los Angeles (2021)

The City of Los Angeles General Plan’s Mobility Plan 2035 and subsequent Health Framework, Plan for a Healthy Los Angeles, both outline the City’s environmental justice policy to, “Assure that fair treatment of people of all races, cultures, incomes and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.”

2.2.8 Metro’s Measure M (2016)

Measure M: The Los Angeles County Traffic Improvement Plan, was a ballot measure passed by Los Angeles County voters in 2016. Measure M raises money (through a no-sunset half-cent sales tax) to ease traffic congestion; expand rail and rapid transit system; repave local streets, potholes, and synchronize signals; make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled; earthquake-retrofit bridges; and create jobs, reduce pollution, and generate local economic benefits. Measure M includes a low-income fare subsidy program and would benefit low-income populations.

2.2.9 Metro’s Relocation Assistance Program

Metro’s Relocation Assistance Program provides compensation to property owners for the purchase or use of their property and tenants may be eligible for relocation benefits to help displaced households or businesses.

2.2.10 Metro’s Bicycle Transportation Strategic Plan of 2006

Metro’s 2006 Bicycle Transportation Strategic Plan identifies strategies to help municipalities and agencies in the region plan for bicycling in their jurisdictions as a viable mode of transportation. The plan contains an inventory of “bike-transit” hubs in Los Angeles County and also identifies routes that may eventually provide continuity for bicyclists, while also outlining a strategy for prioritizing regional bikeway projects.

2.2.11 Metro’s Connect US Action Plan

Metro’s 2015 Connect US Action Plan includes a strategy for encouraging people to walk and bicycle to LAUS from surrounding historic and cultural neighborhoods, including El Pueblo, Chinatown, Cornfield Arroyo Seco, Boyle Heights, Arts District, Little Tokyo, and Civic Center (Metro 2015).

2.2.12 Metro's Green Construction Policy

The Green Construction Policy of 2014 outlines Metro's committed to using greener, less polluting construction equipment and vehicles, as well as implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and ROW.

2.2.13 Metro's First Last Mile Strategic Plan & Planning Guidelines

This 2014 plan identifies ways Metro and other agency partners can improve access and connections to public transit. This plan aims to expand the reach of transit through infrastructure improvements to areas where first/last mile barriers exist with the ultimate goal of increasing ridership. Metro's first/last mile strategy was developed in conformance with the policies outlined in the Countywide Sustainability Policy & Implementation Plan.

2.2.14 Active Transportation Strategic Plan

The Active Transportation Strategic Plan was adopted by the Metro Board of Directors on May 26, 2016. The Active Transportation Strategic Plan is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County, focused on improving first and last mile access to transit with a regional network of active transportation facilities, including shared-use paths and on-street bikeways with funding strategies to implement improvements.

2.2.15 Global Green USA Los Angeles Union Station Sustainable Neighborhood Assessment

The LAUS Sustainable Neighborhood Assessment was developed by a nonprofit organization, Global Green USA, with a grant from the U.S. EPA Office of Sustainable Communities. Global Green USA used the neighborhood assessment as a means to evaluate existing conditions and plans for LAUS to identify opportunities to augment existing revitalization efforts and develop recommendations to increase the neighborhood's overall level of sustainability (Global Green USA 2014).

The LAUS Sustainable Neighborhood Assessment was referenced in a scoping comment by U.S. EPA and includes four recommendations with associated actions. Recommendations 2 and 3 provide for enhanced neighborhood connectivity within the area surrounding LAUS and connections to the Los Angeles River.

2.2.16 Los Angeles Transportation Demand Management Program

The City's 2016 Transportation Demand Management Program is designed to decrease dependency on single occupancy vehicles. Los Angeles Department of Transportation (LADOT) strongly encourages the development of a comprehensive Transportation Demand Management program to eliminate as many new project trips as possible. Consistent with LADOT Traffic Assessment Guidelines (LADOT 2016), mitigation programs for impacts that are expected to be significant should be developed to primarily aim to minimize the demand for trips by

single-occupant vehicles by encouraging, promoting, and supporting the use of other sustainable modes of travel like public transit, walking, and bicycling. LADOT identifies mitigation categories that should be considered when evaluating and proposing transportation mitigation measures.

2.2.17 Metro Equity Platform

In 2018, Metro Board adopted the Equity Platform that guides how the agency works to address inequities and create more equitable access to opportunity. It considers existing disparities and evaluates how the project can effectively reduce disparities between communities through transit service, station amenities, and safety infrastructure that meets the needs of the historically underserved community. The Equity Platform is designed to inform, shape and guide every facet of the agency’s business, on a continuing basis, to shape projects, investments, and new initiatives. The four main areas of action, called Pillars of the Equity Platform, are:

- Define and Measure
- Listen and Learn
- Focus and Deliver
- Train and Grow

As part of the Equity Platform framework, Metro created Equity Focus Communities (EFC) designations to help identify areas with the greatest mobility needs for equity prioritization. EFCs were identified by areas by mapping areas with higher concentrations of more burdened populations, including low-income households earning less than \$60,000 per year, Black, Indigenous, or People of Color populations, and households without a vehicle.

2.2.18 Metro Public Participation Plan (2022)

Metro’s Public Participation Plan outlines its commitment and methods to comply with Title VI and other principles for public participation into the transportation decision-making process. The plan is also consistent with Section 162(a) of the Federal-Aid Highway Act of 1973 and The Age Discrimination Act of 1975.

2.2.19 City of Los Angeles Mobility Plan 2035

The *Mobility Plan 2035* (City of Los Angeles, Department of City Planning 2016) updates and replaces the City of Los Angeles General Plan Transportation Element, incorporates complete streets principles, and lays the policy foundation for how future City of Los Angeles generations will interact with streets. The complete streets concept takes into account the many community needs that streets fulfill. The plan identifies goals, objectives, policies, and action items (programs and projects that serve as guiding tools for making sound transportation decisions).

2.2.20 City of Los Angeles Complete Streets Design Guide

The 2016 Complete Streets Design Guide accompanies the Mobility Plan 2035 and outlines a vision for designing safe, accessible, and vibrant streets in Los Angeles. As outlined in California’s Complete Streets Act of 2008, the goal of Complete Streets is to ensure that the safety, accessibility, and convenience of all transportation users – pedestrians, bicyclists, transit riders, and motorists – is accommodated. The Complete Streets Design Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets – safety and accessibility. The guide is meant to supplement existing engineering practices and requirements to meet the goals of Complete Streets.

2.2.21 City of Los Angeles Los Angeles Bicycle Plan

The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City, making it a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan, a part of the Mobility Element, establishes policies and programs to increase the number and types of bicyclists in the City and make every street in the City a safe place to ride a bicycle.

The Bicycle Plan includes a continuous bicycle path along the south and west sides of the Los Angeles River and identifies connections to the river to enhance access to existing and future segments of the river path for non-motorized transportation and recreation.

2.2.22 City of Los Angeles River Revitalization Master Plan

The *Los Angeles River Revitalization Master Plan* (City of Los Angeles Department of Public Works, Bureau of Engineering 2007) includes plans to construct a continuous river greenway providing a pedestrian and bicycle paths along the Los Angeles River. Some segments of the path have been constructed, with future plans to extend the trail along the entire 32-mile corridor.

2.2.23 City of Los Angeles River Design Guidebook

The 2017 City of Los Angeles River Design Guidebook was developed pursuant to the Los Angeles River Revitalization Master Plan and provides design recommendations for improvements to the Los Angeles River communities. Recommendations include providing safe pedestrian and bicyclist access to the Los Angeles River, providing adequate sidewalks and buffers between pedestrians and vehicles/transit, and prioritizing pedestrian safety above other modes.

2.2.24 City of Los Angeles Sustainable City pLAN

The City of Los Angeles Sustainable City pLAN (plan) is the City of Los Angeles’ expanded sustainability framework. The Plan includes sustainability targets pertaining to renewable energy, water sourcing, green building, reduced vehicle miles travelled, the construction of new housing, the production of zero emission vehicles, green jobs, and the reduction in municipal greenhouse gas emissions. The 2019 Plan is the four-year update to the first sustainable city plan, implemented in 2015.

2.2.25 City of Los Angeles General Plan Framework Element

The 2001 City of Los Angeles General Plan Framework establishes the broad overall policy and direction for the entire General Plan. The Framework Element provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other elements.

2.2.26 City of Los Angeles Downtown Community Plan

The Downtown Community Plan (DCP) was adopted by the City Council on May 3, 2023. The majority of the Project study area overlaps with the plan area for the DCP. The DCP describes a collective vision for Downtown's future and includes policies, plans, and implementation programs that frame the city's long-term priorities of the downtown area.

The DCP replaced the Central City North Community Plan and the Central City Community Plan. The DCP area extends from US-101 on the west to the Los Angeles River on the east and from Broadway and Stadium Way on the north to the City of Vernon boundary on the south.

2.2.27 City of Los Angeles Alameda District Specific Plan

The northwestern portion of the Project study area, which includes LAUS, overlaps with the plan area for the Alameda District Specific Plan (ADSP; City of Los Angeles, Department of City Planning 1996). The 70-acre plan area, which includes the 52-acre LAUS property and the 18-acre U.S. Postal Terminal Annex property, is bounded by Alameda Street, Main Street, Vignes Street, the Santa Ana Freeway (US-101/Interstate 5), the El Monte Busway, and the passenger and platform areas in LAUS.

2.2.28 City of Los Angeles Cornfield/Arroyo Seco Specific Plan

The northern portion of the Project study area overlaps with the plan area for the Cornfield Arroyo Seco Specific Plan. The plan area is adjacent to the Chinatown and Lincoln Heights communities (City of Los Angeles, Department of City Planning 2013). Los Angeles City Planning is updating the Cornfield Arroyo Seco Specific Plan to support the production of more affordable, mixed-income, and permanent supportive housing compared to the existing plan. The updated Cornfield Arroyo Seco Specific Plan will support the City's efforts to accelerate housing production during the housing crisis, while recognizing the diverse needs of the long-standing communities and industries that share this space.

2.2.29 City of Los Angeles River Improvement Overlay District (Ordinance 183145)

LAUS is within a River Improvement Overlay (RIO) District, which is a special use district that requires new projects to achieve points in three design categories: watershed, urban design, and mobility. The purpose of establishing RIO Districts is to, in part, support the goals of the *Los Angeles River Revitalization Master Plan*; establish a positive interface between river adjacent property and river parks and/or greenways; promote pedestrian, bicycle and other multimodal

connection between the river and its surrounding neighborhoods; and provide safe, convenient access to and circulation along the river.

The RIO provides guidelines for new complete streets and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are proposed. The RIO is intended to enable the city to better coordinate land use development along the 32-mile corridor of the Los Angeles River within the city's boundaries.

2.2.30 County of Los Angeles Vision Zero Los Angeles 2015-2025

Vision Zero is an initiative to eliminate traffic-related fatalities by 2025. The High Injury Network identifies where strategic investments will have the biggest impact in reducing deaths and severe injuries. Alameda Street and portions of Cesar Chavez Avenue and Vignes Street, north of LAUS, are part of the High Injury Network.

2.2.31 William Mead Homes Transformation Plan

In November 2021, Housing Authority of City of Los Angeles (HACLA) applied for and received a \$450,000 Choice Neighborhoods Planning Grant from the U.S. Department of Housing and Urban Development. This grant is being used to support the development of a comprehensive neighborhood Transformation Plan that will outline a strategy for the one-for-one replacement of the existing public housing units at William Mead Homes along with greater access to services and programs by William Mead residents and complementary investments in public services and amenities in the surrounding neighborhood.

The Transformation Plan is forthcoming in November 2023 and will outline goals and strategies to carry out the community's vision for William Mead Homes with a fundamental goal to continue to provide affordable housing post-redevelopment of the residential community.

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3.0 Methodology

The following sections define the geographic areas, terminology, data sources, and methods used to analyze effects on communities in compliance with NEPA requirements.

3.1 Geographic Areas for Analysis

To assess the direct and indirect impacts of the Build Alternative, the analysis performed for this CIA includes an evaluation of potential effects within four geographic boundaries, as depicted on Figure 3-1. The Project footprint and Project study area are generally used to identify direct impacts during construction and operations, respectively, and the socioeconomic planning area is used to identify indirect effects. The community analysis study area is used to evaluate potential effects on minority communities, low-income communities, and non-minority communities. The geographic areas of analysis are described below (from smallest to largest areas):

- **Project footprint** – The Project footprint extends to the outermost boundary of where ground disturbance, including temporary work areas and construction staging locations, would occur (temporary impacts) and locations where permanent infrastructure (permanent impacts) for the Build Alternative is proposed. The Project footprint for the Build Alternative is depicted on Figure 3-1.
- **Project study area** – The Project study area is generally used to characterize the affected environment at and within the vicinity of LAUS, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements. The Project study area is considered for the analysis of direct effects related to land use, growth, community services, utilities, traffic and transportation, and pedestrian and bicycle facilities. The Project study area encompasses the Project footprint for the Build Alternative and surrounding properties in some locations. Resource-specific study areas such as screening distances for noise and vibration, are specified in the applicable discussion if it differs from the Project study area.

- **Socioeconomic planning area** – The socioeconomic planning area is comprised of the outer limits of the six census tracts traversed by the boundary of the Project study area. This larger socioeconomic planning area is used to identify demographic characteristics and analyze potential indirect land use- and growth-related effects, as well effects related to community character and cohesion. The socioeconomic planning area for community impacts extends beyond the Project footprint to include those communities that would be directly and indirectly affected by the Build Alternative. Communities outside of the boundaries of the census tracts included in the socioeconomic planning area were not included in the socioeconomic planning area because of proximity to the Project footprint, limited direct access to the Project study area, or because they were outside of the resource-specific identified areas of impact. The boundaries of the 2021 U.S. Census tracts used to define the socioeconomic planning area are listed below and depicted on Figure 3-1:
 - o Census Tract 2060.10
 - o Census Tract 2060.20
 - o Census Tract 2060.51
 - o Census Tract 2060.52
 - o Census Tract 2071.02
 - o Census Tract 2071.03

In this CIA, the socioeconomic planning area is compared with larger surrounding regions to gain perspective and identify similarities, differences, and relationships between the areas. Generally, a regional area is defined as a larger jurisdiction that includes the socioeconomic planning area. For the purpose of this CIA, the two regional areas used for comparison purposes are defined by the boundaries of the City of Los Angeles and the County of Los Angeles. Census data for both the City and County of Los Angeles were collected for comparison with the socioeconomic planning area (Section 5.3).

- **Community analysis study area** – The community analysis study area includes the boundary of the socioeconomic planning area and the outermost limits of the four census tracts traversed by the boundary of the Little Tokyo District. While the majority of the Little Tokyo District is located outside of the socioeconomic planning area, potential impacts to the entire minority community, low-income community, and non-minority community were evaluated in Section 6.6, Community Analysis.

Table 3-1 outlines how the geographic areas of analysis were applied to the environmental resource topics considered.

Table 3-1. Geographic Area for Analysis, by Resource Area

Resource Area/ Topic Considered	Geographic Area for Analysis		
	Construction	Operations	Indirect
Land Use – Alteration of Land Use Patterns	Project footprint	Project study area	Socioeconomic planning area
Land Use – Physical Division of Communities	Project footprint	Project study area	Socioeconomic planning area
Land Use – Compatibility with Existing Plans and Policies	Project study area	Project study area	Socioeconomic planning area
Community Facilities	Project footprint (related to conflict/disturbance)	Project study area	Socioeconomic planning area (related to demand)
Public Services	Project footprint (related to conflict/disturbance)	Socioeconomic planning area (related to demand)	Socioeconomic planning area
Community Character and Cohesion	Project study area	Project study area	Socioeconomic planning area
Utilities	Project footprint (related to conflict/disturbance)	Socioeconomic planning area (related to demand)	Socioeconomic planning area
Economic Effects	Project study area	Project study area	Project study area
Community Analysis	Community analysis study area	Community analysis study area	Community analysis study area
Growth-Related Effects	Socioeconomic planning area	Socioeconomic planning area	Socioeconomic planning area

3.2 Terminology

The following terms are used in this assessment:

Direct effects: These effects would be caused by direct physical effects associated with the Build Alternative. For purposes of the technical analysis in this CIA, direct effects associated with the physical division of neighborhoods and alterations to land uses, or disruptions within the local community, resulting from changes or restrictions to access, traffic, mobility, noise, or light and glare are considered.

Indirect effects: These effects are anticipated to occur later in time or are farther removed in distance from the Project footprint but are reasonably foreseeable. Indirect effects may include induced growth and changes in land use patterns and development, which could result in additional effects on environmental resources. For purposes of the technical analysis in this CIA,

indirect effects from potential changes in community cohesion, changes in behavioral and perceptual aspects of the community and organizational participation levels, and/or use of community facilities within the area are considered.

Minority individuals: Minority individuals are defined as individuals who identify as Black or African American; Hispanic or Latino, regardless of race; Asian; American Indian and Alaska Native; or Native Hawaiian and Other Pacific Islander; some other race alone, or two or more races.

Low-income household: Low-income households are defined as households with income below 150 percent of the U.S. Census poverty threshold. Low-income community is considered any readily identifiable group of low-income individuals who live in geographic proximity, and, if circumstances warrant, geographically dispersed or transient persons who will be similarly affected by a proposed USDOT program, policy, or activity.

Minority Communities and Low-income Communities: For the purposes of this analysis, minority and/or low-income communities are defined when:

1. A census tract or subarea is identified as having a minority population that is greater than 110 percent of the minority population in the City of Los Angeles, which is 79.1 percent; or
2. The median income for a census tract or subarea of readily identifiable group of low-income individuals who live in geographic proximity is below 150 percent of the poverty line.

Community cohesion: Community cohesion is the degree to which residents each have a sense of belonging to their neighborhood; a high level of commitment to the community; or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (Caltrans 2011).

Economic effects: The analysis of economic effects includes an evaluation of potential relocations and displacements, estimated job loss/employment opportunities, and property/sales tax implications. Economic effects were estimated using the IMPLAN® input-output model, which estimates three types of effects that differ from other community effects:

- **Direct economic effect** – This refers to the economic activity occurring as a result of direct spending by businesses or agencies (e.g., direct spending on construction and professional services).
- **Indirect economic effect** – This refers to the economic activity resulting from purchases by local firms who are the suppliers to the directly affected businesses or agencies (e.g., spending by suppliers of the contractor responsible for individual components).
- **Induced economic effect** – This represents the increase in economic activity, over and above the direct and indirect effects, associated with the increased labor income that

accrues to workers (of the contractor and all suppliers) and is spent on household goods and services purchased from businesses.

Acquisitions: A full acquisition of a property is defined as an area in which occupants of residential and non-residential units would be displaced and expected to permanently relocate. A partial acquisition is when a small area of property is acquired, but full use of the property and dwelling structures, including multifamily units, would remain. Generally, partial acquisitions consist of portions of a back, side, or front yard; landscaping; or parking.

Growth-related effects: The analysis of growth-related, indirect effects was prepared based on the *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (Caltrans 2006), developed with representatives from Caltrans, Federal Highway Administration, and U.S. EPA. The analysis of growth-related effects draws extensively from the General Plan and specific plans of the City of Los Angeles.

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3.3 Data Sources

The following data sources were used to identify the existing conditions:

Census data: Census data was used to identify population trends and demographics, economic indicators, and housing characteristics. The 2016-2021 American Community Survey 5-year estimates demographic datasets for the socioeconomic planning area, City of Los Angeles, and County of Los Angeles were obtained from the U.S. Census Bureau (2021). The American Community Survey is an ongoing statistical survey that samples a small percentage of the population every year to provide estimates of various community characteristics. The 5-year estimates include data collected over a 5-year period to provide reliable estimates for a community.

For the purposes of identifying minority communities, low-income communities, and non-minority communities, demographic data were obtained for affected census tracts.

Aerial maps and road maps: Aerial and road maps were used to identify community boundaries and physical characteristics, such as location of activity centers, infrastructure, houses, and businesses.

Geographic information system data: Geographic information system data from regional databases and environmental resource data were also used to identify potential resources of concern in the Project study area and socioeconomic planning area, as well as constraints and opportunities that may impact the location and rate of growth.

Fieldwork documentation and or windshield surveys and reviews: These surveys and reviews were used to identify the locations and number of structures, as well as activity patterns.

Agency documentation: The City of Los Angeles General Plan and applicable specific plans or other planning and engineering documents were utilized to identify information related to existing land uses and site conditions, existing land use designations and zoning classifications, and future land uses in the Project study area.

Technical studies: The existing conditions and potential effects disclosed in this CIA drew upon information from the following Link US Project technical studies:

- *Link US Traffic Impact Assessment*
- *Link US Visual Impact Assessment*
- *Link US Air Quality and Climate Change Assessment*
- *Link US Noise and Vibration Study*
- *Link US Finding of Effect Report: Summary of Finding*
- *Link US Economic and Fiscal Impact Assessment*

- *Link US Relocation Impact Report*

Community input: CHSRA and Metro began the public engagement process early to ensure stakeholder feedback was incorporated into the environmental process and analyses to identify potential effects and determine appropriate mitigation measures. Public input is discussed further in Chapter 4.0.

3.4 Methods for Effect Analysis

This CIA describes baseline conditions for the following topics:

- Existing and planned land uses;
- Community facilities and services, including park and recreational facilities;
- Community characteristics and cohesion;
- Utilities, public services, and communication providers;
- Economic setting;
- Presence of minority communities, low-income communities, and non-minority communities; and,
- Growth-related effects.

The baseline conditions were characterized by reviewing the General Plan (City of Los Angeles, Department of City Planning 1995) and applicable census data to identify land use, population and demographics, income, housing, community facilities, and nonmotorized circulation and access (pedestrian and bicycle) conditions in the socioeconomic planning area, as defined in Section 3.1.

The CIA includes an evaluation of potential effects on land use and planning, community facilities and services, community character and cohesion, utilities and communication providers, minority communities, low-income communities, and non-minority communities, and growth, and also describes how people, institutions, communities, neighborhoods, and larger social and economic systems within the socioeconomic planning area would be affected. This CIA provides an assessment of potential effects for the key issues discussed in detail below.

Indirect effects are anticipated to occur later in time or are farther removed in distance from the Project footprint but are reasonably foreseeable. Indirect effects may include induced growth and changes in land use patterns and development, which could result in additional effects on environmental resources. For purposes of this analysis, indirect effects from potential changes in community cohesion, changes in behavioral and perceptual aspects of the community and organizational participation levels, and/or use of community facilities are considered.

The evaluation of potential short-term and long-term direct and indirect effects was conducted using the Caltrans Standard Environmental Reference, Environmental Handbook, Volume 4 –

Community Impact Assessment (Caltrans 2011) as a guide. If the Build Alternative would result in adverse effects on communities, the CIA identifies measures to avoid or minimize potential effects.

3.4.1 Land Use

Alterations of Land Use Patterns

Local and regional land use plans, transportation plans, subarea plans, and other relevant planning documents were reviewed to collect data on existing land uses, zoning, and planned land uses, including major planned development projects. Geographic information system data assisted in characterizing land uses and identifying zoning within the Project study area. Land acquisition requirements were considered to determine the potential for direct effects associated with conversion of land uses and/or conflicts with land use plan polices or local land use controls.

Compatibility with Existing or Planned Land Uses

Local and regional land use plans, subarea plans, existing land uses, and zoning were reviewed to determine if the Build Alternative is compatible with existing and planned land uses. Temporary land use incompatibilities could result from construction activities, including but not limited to placement of staging areas; temporary road closures; and construction-related light and glare, noise and vibration, and air quality emissions.

Physical Division of Established Communities

Local and regional land use plans, subarea plans, existing land uses, and zoning were reviewed to determine if the proposed infrastructure for the Build Alternative would physically divide an established community or impede access and mobility with an existing community. Division or disruption could occur through the introduction a barrier or other element that would divide the community.

Conflicts with Land Use Plan Policies or Local Land Use Controls

Local and regional land use plans, transportation plans, subarea plans, and other relevant planning documents were reviewed to determine if the alternatives considered align with the intent of applicable regional/intercity rail and HSR statewide and regional transportation planning documents and other local plans and policies. Although Metro is authorized by the State of California to develop its property under its enabling legislation (Assembly Bill 152) and Public Utilities Code 30631a, a consistency evaluation of the city’s applicable planning documents was conducted to determine general consistency with local plans and policies, per CFR Title 40 Part Section 1502.16(c).

3.4.2 Community Facilities and Public Services

Key community facilities and public services; such as parks and recreational centers, public or publicly funded schools, childcare centers, health care facilities, libraries, and places of worship; were identified using publicly available data. Effects on community facilities and public services

within the Project study area could occur if the Build Alternative temporarily or permanently impedes access or use of community facilities and government services introduces noise or glare that reduces the public's ability to use the public facility; results in traffic or circulation restrictions that degrades emergency response times on a temporary or permanent bases; or if the proposed infrastructure would cause physical impacts requiring new or altered government and public facilities.

3.4.3 Community Character and Cohesion

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

- Long average residency tenures
- Households of two or more people
- Other social factors, such as higher proportions of homeownership versus rentals and single-family homes versus higher-density housing
- Shared interests (ethnic homogeneity, religious homogeneity, income strata)
- Substantial community activity
- Stay-at-home parents
- Higher proportions of seniors
- Pedestrian and handicap facilities
- Community facilities

Evaluation of cohesion in communities and neighborhoods includes an examination of potential disruption or division of existing communities; and the creation of physical, social, or perceived barriers within an established community or neighborhood that would affect interaction among people and groups or cause a change in community identity.

A two-step process was used to determine if community character or cohesion would be affected. The first step was to determine the level of existing community cohesion within the socioeconomic planning area. This was accomplished by reviewing census data for the various factors above, where such information was available.

Once the level of community cohesion was identified from these data points, introduction of the proposed infrastructure was evaluated to determine if changes to the existing community cohesion level would occur. Adverse effects on community cohesion are determined if the Build Alternative:

- Creates a barrier or physically divide a community in a way that would limit circulation, social interaction, and access to businesses and community facilities;
- Causes a change in population that affects the social or cultural character of the community; or
- Affects quality of life through increased traffic, noise and vibration, or induced population growth affecting public services to the extent that it would change community character.

3.4.4 Utilities and Communications

Utility companies with infrastructure located within or adjacent to the Project study area were identified using publicly available data. Coordination with utility service providers was performed to determine the type, size, and location of the existing electrical, gas, water, wastewater, drainage, and telecommunications infrastructure. Potential conflicts were identified where proposed infrastructure associated with the Build Alternative requires the expansion or relocation of existing utilities. A subsequent evaluation of the projected demand for utility services and supply infrastructure was performed using the estimated train movement quantities through 2040 and compared against the projected available supply and/or capacity for each utility provider through the 2040 planning horizon.

3.4.5 Economic Analysis

The analysis of economic effects includes an evaluation of estimated relocations and displacements, estimated job loss/employment opportunities, and property tax implications resulting from full or partial acquisition, as detailed in the *Link US Economic and Fiscal Impact Assessment* (Metro 2025c) and the *Link US Relocation Impact Report* (Metro 2025d). Economic effects can either be beneficial or adverse. Economic effects may be beneficial due to an increase in economic activity from direct spending on construction, addition of jobs, and generation of federal, state, and local tax revenues. Adverse economic effects would only occur if businesses on acquired parcels are not able to be relocated resulting in loss of property tax revenues and employment.

The approach to conduct the economic analysis in the *Link US Economic and Fiscal Impact Assessment* consisted of the following elements:

- **Document review** – Project documents were reviewed, and model inputs were developed based on Project assumptions, including annual construction costs by category, an inventory of planned parcel acquisitions for the Build Alternative, and the amount and phasing of new retail development at LAUS.

- **Direct jobs creation** – An estimate of direct jobs created was generated based on the 160,000 square feet of additional retail area. This includes jobs to operate the concourse and work at the additional retail businesses anticipated at LAUS. To estimate retail jobs, an average metric of retail employees per 1,000 square feet was used. The number of additional operations-related jobs was estimated based on the needs of the expanded concourse. The jobs lost due to the ROW acquisitions were also estimated based on the existing industrial/manufacturing and commercial buildings on the affected parcels.
- **Follow-on economic impacts** – Economic multipliers from IMPLAN®, a nationally recognized input-output model, were used to calculate the direct, indirect, and induced economic impacts of the capital expenses during construction, as well as incremental operating expenses due to additional staffing required for concourse-related improvements.
- **Fiscal impacts** – Potential impacts on fiscal (government) revenues were assessed, including net changes in property and sales taxes as tax-generating properties are taken off the Los Angeles County assessor roll to accommodate infrastructure improvements and new retail/commercial uses within LAUS that would become subject to taxation. These impacts are based on the appropriate local tax rate and the corresponding value of sales or property value.

Property Acquisition and Relocation

The *Link US Relocation Impact Report* (Metro 2025d) addresses the scope of potential relocation impacts of the Build Alternative. The report discloses information regarding anticipated displacements due to ROW acquisitions required for the Build Alternative and identifies applicable strategies that could be implemented during the relocation process.

Acquisition of private property for public projects must follow the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Land acquisition can be full (majority of property needs to be acquired) or partial (only a portion of the property needs to be acquired). Easements (i.e., land that is used or restricted for stated purposes but not owned) may be implemented in place of acquiring all or a portion of a property. As with land acquisitions, easements may be partial, full, or temporary. Table 3-2 provides a breakdown of the types of acquisition along with a description of the general causes or need for these types of acquisitions.

Table 3-2. Type of Land Acquisitions		
Reason	Type of Acquisition	Cause/Process
Proposed ROW Limits	Full	<ul style="list-style-type: none"> Inadequate ROW width for construction and operation of new tracks or other related infrastructure Loss of access that reduces the useful operation (e.g., driveway access to a property is eliminated) of the property
Proposed ROW Limits	Partial	<ul style="list-style-type: none"> Minor encroachments into adjacent private property, but functionality of the existing use is not diminished as a result of the land requirements
Intersection improvements/reconfigurations	Permanent Roadway Easement	<ul style="list-style-type: none"> Grade crossing and intersection improvements Widening intersections is often required to add left-turn lanes Street widening may be necessary when the existing horizontal alignment contains insufficient right-of-way
Driveway reconfiguration; sidewalk and alley vacations; Property line improvements (e.g., fencing)	Temporary Easement	<ul style="list-style-type: none"> Additional area to maintain traffic volumes, turn lanes, or stations Additional construction area required to complete project-related improvements that occur along or on property lines

Notes:

ROW=right-of-way

As disclosed in the *Link US Relocation Impact Report*, the Build Alternative would not require the permanent displacement or relocation of residential owners/tenants.

3.4.6 Community Analysis

A six-step process was used to determine impacts to minority communities, low-income communities, and non-minority communities, as outlined below and described in the following subsections:

1. Identify community analysis study area;
2. Determine whether there are minority communities, low-income communities, or non-minority communities within the community analysis study area that would potentially be affected by the Build Alternative;
3. Conduct a comparison of minority communities and low-income communities to the county average or local benchmark to identify minority communities, low-income communities, or non-minority communities for further analysis;

4. Identify additional communities, if any, that may be considered minority communities, low-income communities, or non-minority communities through other data sources, such as local planning documents, site visits, and input from public engagement;
5. Identify adverse effects for each resource area and determine whether adverse effects remain after implementation of mitigation measures; and
6. Determine if remaining adverse effects would be predominantly borne by the minority community, the low-income community, or the non-minority community identified in Steps 2 through 4 or would have a disproportionate and adverse effect on these minority communities, low-income communities, or non-minority communities.

Definition of the Community Analysis Study Area

The community analysis study area is defined as the six census tracts traversed by the boundary of the Project study area and the four census tracts traversed by the boundary of the Little Tokyo District (outermost boundary of all ten census tracts). The community analysis study area is located entirely within the downtown portion of the City of Los Angeles. The entire City of Los Angeles is defined as the Community of Comparison, with which the effects of Build Alternative are compared to identify the potential for disproportionate and adverse effects borne by minority communities and low-income households within the community analysis study area.

Identification of Minority and Low-Income Communities

American Community Survey 5-Year 2021 data were reviewed at the census tract level to determine the presence of minority communities and low-income households in the community analysis study area. Census tract data were verified against 2020 Decennial Census data at the block level to help identify the location of specific minority and/or low-income communities nearest to the Project footprint.

The definitions used to identify minority and low-income communities are discussed in Section 3.2, Terminology.

Determination of Minority Communities, Low-income Communities, and Non-Minority Communities

Minority communities should be defined when:

- The minority population of the affected area exceeds 50 percent.
- The minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

The minority population in the City of Los Angeles is 71.9 percent. For the purpose of this analysis, a census tract identified as having a minority community that is meaningfully greater than the community of comparison occurs when the percentage of minority individuals in a census tract is

greater than 110 percent of the minority population in the City of Los Angeles, which is 79.1 percent.

Non-Minority communities include communities that do not qualify as minority communities.

The Department of Health and Human Services (DHHS) issues poverty guidelines for the 48 contiguous states each year. The poverty guidelines, sometimes referred to as the “federal poverty level,” are based on household size. In 2022, the federal poverty level for a household size of 4 was \$26,500.

For this purposes of this analysis, a community is considered a low-income community when the median income is below 150 percent of the federal poverty level, which would be \$39,750.

Additional minority communities, low-income communities, and non-minority communities were also identified within and adjacent to the Project study area based on demographic characteristics, stakeholder interviews and desktop reviews. (See Section 5.6).

Identification of Adverse Effects Before and After Mitigation

To determine the potential for the Build Alternative to result in disproportionate and adverse human health or environmental effects on minority communities, low-income communities, and non-minority communities, the effects discussed in the Link US Environmental Impact Statement (EIS) were reviewed and the likelihood of any of these effects to affect minority communities, low-income communities, and non-minority communities was assessed. Realizing that the City of Los Angeles contains a unique set of communities, outreach to local stakeholders was also conducted to identify potential effects on minority communities, low-income communities, and non-minority communities that had not been considered through analysis of the resource areas evaluated in Chapter 3.0 of the EIS. Community input provided through the outreach process is summarized in Section 4.0, Public Participation. No additional effects were identified.

Temporary construction and permanent effects throughout operation of the Build Alternative prior to mitigation were identified for all environmental topics. Adverse effects were then reviewed to determine whether implementation of proposed infrastructure and mitigation measures would reduce the adverse effects. Where the Build Alternative would result in no adverse effects on populations in general and thereby would not disproportionately affect minority communities, low-income communities, or non-minority communities, no further analysis was conducted.

Evaluation of Disproportionate and Adverse Effects on Minority Communities, Low-income Communities, or Non-Minority Communities

Adverse effects that cannot be mitigated were then compared to the minority communities’ low-income communities’ and non-minority communities’ existing conditions to determine if there would be a disproportionate and adverse effect on a minority community, low-income community, or non-minority community (e.g., an adverse impact that is predominantly borne by an minority community, low-income community, or non-minority community, or is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority

community or non-low-income community; or vice-versa). The assessment of whether adverse effects would be disproportionate and adverse included consideration of:

- The location of adverse effects in relation to minority communities, low-income communities, or non-minority communities;
- The severity of the adverse effect and the success of the proposed mitigation measures in reducing the effect;
- Whether mitigation measures reduce effects equally for both minority communities or low-income communities and as for non-minority or non-low-income communities; and
- The benefits that minority communities, low-income communities, and non-minority communities would receive from the Build Alternative.

3.4.7 Growth-Related Effects

The analysis of growth-related, indirect impacts on land use, economic vitality, and population was prepared following the first-cut screening guidelines provided in the *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (Caltrans 2006), and in accordance with the CEQ regulations (Title 40 of the CFR Part 1508.8). The analysis of growth-related impacts was developed by applying the following steps from the guidance document:

- Identifying the potential for growth resulting from the Build Alternative to determine if the Project change will affect the location, rate, type, or amount of growth;
- Assessing the growth-related effects of the Build Alternative to resources of concern to determine if these resources would be affected;
- Considering additional opportunities to avoid and minimize growth-related impacts;
- Comparing the results of the analysis for all the Build Alternative and No Action Alternative; and,
- Documenting the process and findings of the analysis.

4.0 Public Involvement

Proactive and ongoing coordination with the public is critical to the environmental process and, notably, to the identification of actual and perceived community impacts.

As part of the NEPA process, CHSRA, Metro, and FRA (prior federal lead agency) conducted outreach activities and public meetings beyond the public review and scoping requirements of NEPA, as well as the minimum tribal consultation requirements under Section 106 of the National Historic Preservation Act and Section 4(f) coordination requirements contained in the provisions of 49 USC Section 303 and 54 USC Section 306108. The robust outreach approach increased the Project team's understanding of potential effects on local communities, including potential impacts on minority communities, low-income communities, and non-minority communities, the location and potential use of Section 4(f) properties, and how tribal resources and historic properties would be managed throughout the NEPA process in accordance with Section 106 of the National Historic Preservation Act, and subsequent construction phases.

Initial public outreach efforts to obtain comments on the Link US Project began in 2016. In conjunction with facilitating receipt of comments during the two 30-day public scoping comment periods for the 2016 Notice of Intent (NOI) (2016) and 2020 Revised NOI, various meeting formats; such as open houses, formal presentations, workshops, and small individual stakeholder briefings; were used to provide Project updates, obtain public feedback, and consult with federal, state, and local agencies. In addition, Metro conducted focused outreach efforts with low-income and minority communities including William Mead Homes, as well as with other property owners directly adjacent to and directly impacted by the proposed infrastructure.

4.1 Los Angeles County Metropolitan Transportation Authority's Public Participation Plan

Metro's *Public Participation Plan* (Metro 2022) guides Metro's outreach efforts to gather public input on possible changes to bus and rail service, as well as new projects in planning and construction, fares, and other programs. Metro's *Public Participation Plan* provides multiple platforms for communication, providing comfortable, accessible, far-reaching, broadly serving, and individually engaging settings. Based on the examples provided in the *Public Participation Plan*, a comprehensive community outreach, public information, and engagement strategy was developed to engage all stakeholders, including people with disabilities, limited English proficiency, minority communities, low-income communities, and non-minority communities. Metro prepared a Project-specific *Public Outreach Plan* (Metro 2025a) and *Agency and Public Coordination Plan* (Metro 2025b) to outline the approach for administering the public outreach process while identifying roles, responsibilities, and timelines for agency and public coordination throughout the environmental review process.

Outreach to affected communities has been and will continue to be conducted as part of Metro and CHSRA's decision making process. The public involvement process is geared toward the inclusion of all stakeholders. The Link US Public Outreach Plan (Appendix R of the EIS) outlines

multiple outreach methods to ensure Project information is widely accessible and comprehensible, allowing the communities the opportunity to participate meaningfully in the process and provide feedback. The Link US Public Outreach Plan is a living document and has been revised at certain milestones to incorporate input from communities, update demographic information as needed, and adjust outreach methods and LEP considerations accordingly.

Metro is taking steps to provide meaningful access to those LEP individuals expected to be most regularly encountered. At the onset of the Project, the project team conducted a demographic survey of the Project study area to determine the demographic makeup of census data to determine the LEP populations and the languages that would initially be used for translation of project materials. The *Link US Public Outreach Plan* summarizes demographics in the EJ study area, identifies community group stakeholders, and identifies LEP populations. The initial version of the *Link US Public Outreach Plan* prepared in 2016 provided for print and digital materials to be provided in English, Spanish, Chinese (simplified), and Japanese, based on several of the communities surrounding LAUS – Chinatown, Little Tokyo and Olvera Street. All public notices indicated that translation for other languages was available upon request. Based on feedback from stakeholders and the public, the *Link US Public Outreach Plan* was updated after the NOI scoping meeting to indicate that print and digital materials would also be provided in Vietnamese, Korean, Khmer (Cambodian).

The current version of the *Link US Public Outreach Plan* indicates that translation services will be made available at public and stakeholder meetings as appropriate. Meeting notification materials are advertised in multiple languages, including English, Spanish, Chinese (simplified), Japanese, Vietnamese, Korean, and Khmer (Cambodian), with additional interpretation services offered upon stakeholder request.

This CIA summarizes the various outreach activities held to engage and meaningfully involve all affected communities, including EJ communities in the public decision-making process. The reporting of specific meetings and comments from EJ communities demonstrates how comments expressed are the same, mostly the same, or different from those raised by the general public.

4.2 Link Union Station Public Scoping

During the two 30-day public scoping periods, multiple public questions and comments were received through various methods of contact, including an information telephone line, letters, emails, and comment cards submitted during the in-person public scoping meeting in June 2016 and virtual chat box messages and comment cards during the virtual public scoping meeting in October 2020. Several comments included requests for contact information, Project-related information, and requests for copies of materials in Chinese, Japanese, and Spanish.

A summary of the scoping activities conducted in 2016 for release of the initial NOI and in 2020 for release of the Revised NOI and the number of comments received throughout these two 30-day public comment periods is provided below, with additional details included in two scoping summary reports prepared in 2018 and 2021, respectively (Metro 2018a, 2021).

4.2.1 2016 Notice of Intent Scoping Comments

The initial 2016 NOI to prepare an EIS (in combination with an EIR) for the Project (initial NOI/Notice Of Preparation [NOP] for joint EIS/EIR) was published in the *Federal Register* on May 31, 2016. The NOI was distributed to the public through mail and advertisements and was also available on the Project website. A joint notice was mailed to approximately 23,000 stakeholders (residents, businesses, and property owners) within a 1-mile radius of LAUS on May 27, 2016. The combined notice included English, Spanish, Chinese (simplified), and Japanese text offering translated versions of the documents upon request. A combined notice was also published in several local, multicultural publications in different languages, including the following: *LA Downtown News* (English), *La Opinion* (Spanish), *Rafu Shimpo* (Japanese), and the *Chinese LA Daily News* (Chinese). These are the predominant newspapers circulated in the neighborhoods around LAUS and cover the main languages spoken in these areas.

In addition to the NOI and notice that was distributed to the public, on May 19, 2016, a save-the-date tri-fold mailer (in English, Spanish, and Chinese) was delivered to over 23,000 stakeholders who live or work within a 1-mile radius around LAUS to notify them of the Public scoping meeting and Open House. The mailer was also sent to a list of over 200 key Project stakeholders, which included agency partners, elected officials, key community organizations, institutions, and businesses. In addition to the mailer, two e-blasts were sent out to the Project's e-blast list of approximately 1,800 stakeholders. The first save-the-date e-blast was emailed to stakeholders on May 12, 2016, and the second reminder e-blast was emailed on June 1, 2016. A third email blast was also sent on June 6, 2016, to remind stakeholders of the NOI comment period and how to submit comments. Individual calls were made to the Project's top 30 key stakeholders, which included elected officials, business organizations, and community organizations.

Public information materials were created for the scoping process to introduce the Project to the public and facilitate discussion at the scoping meeting. A Project fact sheet was developed that includes a Project overview, history, components, benefits, map, timeline, and contact information. A document containing frequently asked questions (FAQ) was also developed to answer common Project questions. Fact sheets and FAQs were distributed at all Project briefings and the scoping meetings, and were available in English, Spanish, Chinese (simplified), and Japanese. Public information materials, including the scoping notice, fact sheet and FAQs, were also distributed throughout LAUS to individual patrons and in the community at local public facilities (libraries, recreation centers, etc.). For William Mead Homes, door-to-door noticing was also conducted to disseminate the flyers and meeting invitations.

During the initial outreach activities performed during the 30-day public comment period for the joint EIS/EIR, 48 individual meetings were held with stakeholders in the area surrounding LAUS, as well as in neighboring communities. A list of outreach activities to stakeholders and community groups is provided in Table 4-1. All meetings were facilitated by Metro, some in partnership with FRA (serving as federal lead agency at the time). For each meeting, an overview of Project-related information and materials was shared in written, oral, and graphic format provided in English, and

upon request, Spanish, Japanese, and Chinese (simplified). Stakeholders were able to comment during the scoping period from May 31, 2016, to June 30, 2016.

The scoping meeting was held on June 2, 2016, from 6:00 to 8:00 PM on the first-floor plaza of Metro Headquarters at One Gateway Plaza, Los Angeles, CA 90012. Attendees were provided copies of the Project fact sheet, FAQs, comment sheet, meeting agenda, venue layout with stations, and copies of the NOI. The comment sheet included English, Spanish, and Chinese (simplified) languages. Spanish and Chinese interpretation services were also offered at the meeting and interpretation was available for other languages upon request. The fact sheet and FAQs were also provided in English, Spanish, Chinese (simplified), and Japanese. Display boards were located around the meeting space for stakeholders to walk around, speak to and ask questions to Project and Metro staff, and view Project information. The scoping meeting was attended by 37 stakeholders and 7 Project team members.

At the end of the 30-day public scoping period for the 2016 NOI/NOP, 30 public comments were received, with 7 comments from local agencies (two agencies providing 2 letters) and 22 letters from individuals. Agencies that commented included the following:

- Caltrans (two letters provided)
- Southern California Regional Rail Authority (SCRRA)
- SCAG
- Metropolitan Water District of Southern California
- U.S. EPA (two letters provided)
- Native American Heritage Commission

4.2.2 2020 Revised Notice of Intent Scoping Comments

As part of the standalone EIS process, a Revised NOI to prepare an EIS was issued to address Project changes since the initial NOI in 2016 was issued. During the 30-day public scoping period for the Revised NOI, additional outreach activities were performed to seek public feedback regarding the potential need for railroad improvements at Malabar Yard in the City of Vernon. The Revised NOI was published in the *Federal Register* on September 17, 2020, and the 30-day public comment period extended from September 17, 2020, to October 19, 2020. Due to the COVID-19 pandemic, a virtual meeting room was hosted on Metro’s website to allow agencies and the public to review boards throughout the 30-day public scoping period to obtain Project-related information. Additionally, a virtual public scoping meeting was held on October 8, 2020. The virtual meeting room with all Project-related information, as well as a copy of the public scoping meeting presentation, will be maintained on Metro’s website throughout the NEPA process.

At the end of the 30-day public comment period for the 2020 Revised NOI, CHSRA and Metro received agency comment letters from the following agencies:

- U.S. EPA
- Caltrans

U.S. EPA reattached the 2016 comment letter and Caltrans acknowledged their role as a cooperating agency and continued interest to review Project-related environmental documentation in that role.

4.2.3 Summary of Public Concerns and Comments During Scoping

Aside from the general questions, expressions of support or opposition, and inquiries on Project-related infrastructure, the primary concerns related to community effects disclosed in this CIA for the Project study area that were expressed by the public during both scoping periods are shown in Table 4-1. The majority of public concerns are related to impacts on businesses and historical resources.

Table 4-1. Public Concerns Related to Topics Considered in this Community Impact Assessment (Project Study Area)

Type of Public Concern	Summary of Public Concern
Businesses	Effects on businesses in the Commercial Street corridor near US-101, where new viaducts would be constructed to accommodate the run-through tracks
Historical resources	Archaeological remains in historic Chinatown and the Mexican-American neighborhood north of Cesar Chavez Avenue
	Effects on the historical significance and structural integrity of the historic Macy Street school building (no longer a school)
	Cultural resources evaluation of US-101 to determine its eligibility for listing on the National Register of Historic Places
	Historical aspects of Bauchet Street
	Effects on LAUS and its historic landmark status

Table 4-1. Public Concerns Related to Topics Considered in this Community Impact Assessment (Project Study Area)

Type of Public Concern	Summary of Public Concern
	Concern about improvements associated with the Project and the historic landmark status of LAUS

Notes:

LAUS=Los Angeles Union Station; US-101=United States Highway 101

4.2.4 Summary of Agency Concerns and Comments

The U.S. EPA’s comment letter dated June 30, 2016, provided information and recommendations relative to issues evaluated in this CIA, including a recommendation to coordinate with local planning efforts, as shown in Table 4-2. SCAG expressed support for the Project and recommended an analysis of Project consistency with SCAG goals and policies. Caltrans recommended a traffic study to analyze potential for impacts on the US-101 and expressed the need to consider traffic implications, stormwater runoff mitigation, cultural resources impacts, construction impacts, and alternatives that would minimize impacts on the existing concourse passenger tunnel. Comments related to topics not evaluated in this CIA, such as construction permits and operational efficiencies on highways, are addressed in the other applicable technical studies.

Table 4-2. United States Environmental Protection Agency Scoping Comments and Recommendations

Type of Community Impact	Comments/Recommendations
Coordination with local planning efforts	<p><i>Comment:</i> In 2014, U.S. EPA’s Office of Sustainable Communities supported a sustainable neighborhood assessment involving local government and Global Green USA near the Project study area. The assessment used the Leadership in Energy and Environmental Design for Neighborhood Development rating system to evaluate existing conditions and plans for LAUS with a goal of identifying opportunities to augment revitalization of the area. The assessment resulted in recommendations to increase the neighborhood’s overall sustainability. Additionally, the Los Angeles Bicycle Plan that established bicycle routes and paths near LAUS was cited. These two efforts provide information to support consideration of “last mile” connections, bicycle parking, and other elements in the station area.</p> <p><i>Recommendation:</i> U.S. EPA recommended a review of the sustainable neighborhood assessment from 2014 and, in the EIS, to identify Project elements that complement the action items developed through that assessment. It was recommended that applicable action items be incorporated in community outreach efforts and station area improvements.</p>

Table 4-2. United States Environmental Protection Agency Scoping Comments and Recommendations

Type of Community Impact	Comments/Recommendations
	<i>Recommendation:</i> U.S. EPA recommended including a discussion about applicable design elements of the proposed action consistent with the goals and objectives of the Los Angeles Bicycle Plan (City of Los Angeles, Department of City Planning 2011). See Section 6.1 for a summary of the Project’s consistency with applicable land use plans.
Minority communities, low-income communities, and non-minority communities	<i>Comment:</i> Screening tools indicate that the Project study area includes communities with concerns and environmental risks, such as air pollution, impaired waters, and hazardous waste and toxic release facilities. Populations in adjacent Naud Junction and Mission Junction may have a high proportion of seniors, minorities, linguistically isolated communities, and people living below the poverty line.
	<i>Recommendation:</i> U.S. EPA recommended the community analysis include a study area broad enough to include communities likely to experience direct, indirect, and cumulative effects from construction and operations of the proposed action.
	<i>Recommendation:</i> U.S. EPA recommended engagement of local communities to seek input and reach decisions regarding adverse effects and potential mitigation measures. For example, community members can inform construction schedules, truck routes, and idling-prevention strategies during construction to minimize effects on their community.

Notes:

EIS=environmental impact statement; EPA=Environmental Protection Agency; LAUS=Los Angeles Union Station; Link US=Link Union Station; U.S.=United States

4.3 Summary of Public Outreach Meetings

As discussed above, outreach activities began in April 2016 and included meetings to identify community analysis populations and meet with community leaders. These meetings were held to identify strategies that would gain the most input at the community level. The Project team received valuable input that was incorporated into the environmental impact evaluation and overall design of proposed infrastructure. A full list of meetings conducted from April 2016 through February 2021 is provided in Table 4-3. A total of 65 meetings were held from April 2016 to October 2018, which included outreach for both the NEPA NOI and California Environmental Quality Act (CEQA) Notice of Preparation. In October 2018, the joint federal/state environmental document was split into separate EIS and EIR documents. The Metro Board of Directors certified the Final EIR on June 27, 2019. All meetings after this date specifically from 2020 through 2023 address the NEPA process and/or Malabar Yard railroad improvements in City of Vernon.

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
<i>EIS/EIR Meetings</i>	
April 29, 2016	Los Angeles Conservancy
May 23, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar**
May 25, 2016	LA County Board of Supervisors, District 1, Supervisor Hilda Solis**
May 26, 2016	City of Los Angeles, Mayor Eric Garcetti
May 27, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo**
June 6, 2016	Los Angeles River Artists and Business Association**
June 14, 2016	Boyle Heights Chamber of Commerce**
June 15, 2016	Historic Cultural Neighborhood Council (Land Use Committee and Board) **
June 16, 2016	Little Tokyo Business Association/Little Tokyo Business Improvement District**
June 16, 2016	Lincoln Heights Neighborhood Council**
June 20, 2016	Los Angeles County Sheriff Jim McDonnell
June 21, 2016	Downtown Los Angeles Neighborhood Council**
June 22, 2016	Los Angeles Area Chamber of Commerce (staff and Transportation and Goods Movement Council) **
June 28, 2016	Friends of the Los Angeles River and River LA
June 30, 2016	Los Angeles Historic Core Business Improvement District
June 30, 2016	Los Angeles Latino Chamber of Commerce**
July 7, 2016	US Congressional District 34, Congressman Xavier Becerra
July 12, 2016	Los Angeles Area Chamber of Commerce (Transportation & Goods Movement Council) **
July 12, 2016	Historic Cultural Neighborhood Council (Land Use Committee and Board) **
July 13, 2016	Downtown Center Business Improvement District

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
July 14, 2016	El Pueblo de Los Angeles Historical Monument**
July 27, 2016	Boyle Heights Neighborhood Council**
July 28, 2016	Chinatown Business Improvement District**
August 2, 2016	Lincoln Heights Chamber of Commerce**
August 3, 2016	CA State Assembly District 51, Assembly Member Jimmy Gomez
August 10, 2016	Friends of the Los Angeles River
August 11, 2016	Central City Association of Los Angeles**
August 12, 2016	Arts District Los Angeles Business Improvement District**
August 15, 2016	Arts District Community Council of LA**
August 23, 2016	River LA
August 30, 2016	Friends of the Los Angeles River and River LA
September 20, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar**
September 21, 2016	Historic Cultural Neighborhood Council, Land Use Committee**
September 21, 2016	Little Tokyo Business Association/Little Tokyo Business Improvement District**
September 22, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo**
October 4, 2016	Lincoln Heights Chamber of Commerce**
October 14, 2016	Arts District Los Angeles Business Improvement District**
November 8, 2016	Boyle Heights Chamber of Commerce**
November 10, 2016	Boyle Heights Neighborhood Council, Planning and Land Use Committee**

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
November 15, 2016	Community Update Meeting <ul style="list-style-type: none"> • Boyle Heights Neighborhood Council** • Chinese American Museum** • Chinese Historical Society** • Historic Cultural Neighborhood Council** • Housing Authority of the City of Los Angeles** • Little Tokyo Business Association/Little Tokyo Business Improvement District**
November 30, 2016	Boyle Heights Neighborhood Council**
December 8, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar**
January 10, 2017	VICA Transportation Committee Meeting
January 12, 2017	Los Angeles City Council District 1, Councilmember Gil Cedillo**
January 12, 2017	Housing Authority of the City of Los Angeles**
January 12, 2017	William Mead Homes Resident Advisory Committee**
January 19, 2017	CMAA
March 15, 2017	Burbank TC
April 29, 2017	William Mead Homes Community Listening Workshop**
October 26, 2017	Los Angeles City Council District 1, Councilmember Gil Cedillo**
October 26, 2017	Housing Authority of the City of Los Angeles**
October 26, 2017	William Mead Homes Resident Advisory Committee**
November 2, 2017	LAUS Round Table Workshop <ul style="list-style-type: none"> • Chinatown Business Improvement District** • El Pueblo de Los Angeles Historical Monument** • Historic Cultural Neighborhood Council** • Housing Authority of the City of Los Angeles** • Little Tokyo Community Council**
January 18, 2018	Lincoln Heights Chamber of Commerce**

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
January 18, 2018	Little Tokyo Business Association/Little Tokyo Business Improvement District**
January 18, 2018	Arts District Los Angeles Business Improvement District**
February 12, 2018	Housing Authority of the City of Los Angeles**/Los Angeles River Artists and Business Association**, Historic Cultural Neighborhood Council (Land Use Committee and Board)**
May 2, 2018	LAUS Round Table Workshop <ul style="list-style-type: none"> • Chinatown Business Improvement District** • Little Tokyo Business Association/Little Tokyo Business Improvement District**
May 24, 2018	City of Los Angeles, Mayor Eric Garcetti, Council District 14, and Los Angeles County Board of Supervisors, District 1
May 30, 2018	Housing Authority of the City of Los Angeles**
June 5, 2018	William Mead Homes Resident Advisory Committee**
June 21, 2018	William Mead Homes Resident Advisory Committee**
June 21, 2018	Housing Authority of the City of Los Angeles**
June 21, 2018	Los Angeles City Council District 1, Councilmember Gil Cedillo**
July 13, 2018	Los Angeles City Council District 1, Councilmember Gil Cedillo**
July 14, 2018	Union Station Train Fest
August 16, 2018	Train-to-Table Farmer’s Market
September 13, 2018	Boyle Heights Neighborhood Council, Planning and Land Use Committee**
September 14, 2018	Arts District Los Angeles Business Improvement District**
September 17, 2018	HSR Open House
September 26, 2018	Metro Link US Open House
September 30, 2018	CicLAVia
EIR Only	
October 10, 2018	Metro Westside/Central Los Angeles Service Council

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
October 22, 2018	El Pueblo de Los Angeles Historical Monument**
October 24, 2018	Boyle Heights Neighborhood Council, Planning and Land Use Committee**
October 24, 2018	Metro Citizen’s Advisory Council**
November 8, 2018	Metro Accessibility Advisory Board Meeting**
November 15, 2018	Chinatown Business Improvement District**
November 28, 2018	Los Angeles Area Chamber of Commerce (Land Use/Construction and Housing/Transportation and Goods Movement Council)**
November 30, 2018	LAUS Roundtable Workshop <ul style="list-style-type: none"> • Little Tokyo Business Association/Little Tokyo Business Improvement District** • Little Tokyo Community Council**
November 30, 2018	Central City Association of Los Angeles**
December 1, 2018	Union Station Holiday Festival and Market
December 2, 2018	CicLAVia Heart of LA
December 5, 2018	William Mead Homes Resident Advisory Committee**
December 5, 2018	Los Angeles City Council District 1, Councilmember Gil Cedillo**
December 5, 2018	Housing Authority of the City of Los Angeles**
December 6, 2018	Board Report Meeting
December 12, 2018	American Institute of Architects
January 7, 2019	Los Angeles Regional Collaborative for Climate Action and Sustainability
January 9, 2019	William Mead Homes Resident Advisory Committee**
January 9, 2019	Housing Authority of the City of Los Angeles**
January 10, 2019	Little Tokyo Community Council – All Committees**
January 11, 2019	William Mead Homes Resident Advisory Committee**, Housing Authority of the City of Los Angeles**, Los Angeles City Council District 1, Councilmember Gil Cedillo**

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
January 17, 2019	Little Tokyo Community Council – All Committees**
January 18, 2019	Christian Life Assembly Faith Event**
January 22, 2019	Union Station Pop Up
January 26, 2019	William Mead Homes Community Workshop**
January 29, 2019	Link US Public Hearing
March 13, 2019	Central City Association of Los Angeles
March 27, 2019	Los Angeles City Council District 1, Councilmember Gil Cedillo**
April 17, 2019	Little Tokyo Business Association/Little Tokyo Business Improvement District**
April 23, 2019	Little Tokyo Community Council**
May 4, 2019	Union Station 80 th Anniversary
May 9, 2019	Metro Accessibility Advisory Committee**
May 13, 2019	First 5 LA**
May 29, 2019	Metro Central LA Roundtable**
June 3, 2019	Little Tokyo Business Association/Little Tokyo Business Improvement District**
June 06, 2019	Final EIR Open House
<i>EIS Only</i>	
April 22, 2020	City of Vernon
July 8, 2020	City of Vernon
August 8, 2020	City of Vernon
August 13, 2020	City of Vernon Business and Industry Commission
September 2, 2020	City of Vernon
October 7, 2020	City of Vernon
October 8, 2020*	Revised NOI Scoping Meeting

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
December 2, 2020*	City of Vernon
January 20, 2021 ⁹ *	City of Vernon
February 10, 2021*	Vernon Business Stakeholder Meeting
February 11, 2021*	City of Vernon Business and Industry Commission
March 3, 2021*	City of Vernon
EIS/SEIR	
June 27, 2023*	Housing Authority of the City of Los Angeles**
August 14, 2023*	Housing Authority of the City of Los Angeles**
May 9, 2024	City of Vernon – Project Update Meeting
May 13, 2024	William Mead Homes Project Update Meeting
Spring 2024* (Date TBD)	Link US Project Update – Public Meeting
June 4, 2024	Admin Draft EIS/SEIR Public Hearing
September 10, 2024	City of Vernon
October 23, 2024	City of Vernon
November 6, 2024	City of Vernon
November 13, 2024	City of Vernon
November 20, 2024	City of Vernon
December 4, 2024	City of Vernon
January 7, 2022	Los Angeles County Metro Board Chair Supervisor Hahn
January 8, 2025	City of Vernon
February 12, 2025	City of Vernon
February 20, 2025	City of Vernon
February 20, 2025	Little Tokyo Business Association/Little Tokyo Business Improvement District**

Table 4-3. Public Outreach Meeting Summary

Date Held	Stakeholder Name
March 6, 2025	City of Vernon
March 26, 2025	City of Vernon Community Meeting and Open House
April 7, 2025	The Office of Los Angeles County Metro Board Chair Supervisor Hahn
May 15, 2025	The Office of Los Angeles County Metro Board Chair Supervisor Hahn and City of Vernon
June 17, 2025	City of Vernon City Council
June 23, 2025	City of Vernon Chamber of Commerce

Notes:

***=Meetings after Revised NOI was posted**

****=Representing minority and/or low-income communities**

EIR=environmental impact report; EIS=environmental impact statement; HSR=high-speed rail; LAUS=Los Angeles Union Station; Link US=Link Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; NOI=notice of intent; SEIR=Supplemental Environmental Impact Report; TBD=to be determined; U.S.=United States

William Mead Homes

William Mead Homes is a 415-unit public housing community located adjacent to the railroad ROW where a portion of the Project footprint traverses the property. According to 2022 HACLA records, approximately 98 percent of the William Mead Homes residents qualify as minority. The median income is \$17,811, which is below the federal poverty level. William Mead Homes has a Resident Advisory Council with members that are elected by residents to represent the community in policy decisions, community administration, and to organize events and activities. Metro held briefings with the Resident Advisory Committee in advance of broader public outreach events to gain an understanding of best techniques to obtain input and identify specific concerns in advance of the larger meetings with all members of the William Mead Homes community. Metro sought to present information that was responsive to concerns and design workshops that would encourage participation. The advance briefings were held with Council District 1 (CD1), HACLA, and the William Mead Homes Resident Advisory Committee in January 2017 to inform key stakeholders of upcoming meetings and workshops and obtain feedback to prepare for the meetings. An on-site Community Workshop was held on April 29, 2017, to provide a project overview and conduct a listening session to understand resident concerns. Residents were also informed about upcoming noise, vibration, and soil testing that would take place for the Project. The Project team also informed residents about the expected release of the CEQA Draft Environmental Impact Report by discussing what to expect, how the document is structured, and how public comments can be submitted. Additional meetings were held in October 2017, June 2018, and December 2018. On January 26, 2019, the Project team facilitated another on-site community meeting at the William Mead Homes property to provide a project update and an opportunity for residents to give input

on the project during the Link US Draft EIR 45-day public review and comment period (which had been extended from January 17 through March 4, 2019). In 2023, additional meetings with HACLA were held to provide a Project update and overview of potential effects to support the NEPA and Section 106 processes. In 2023, additional meetings with HACLA were held to provide a Project update and overview of potential effects to support the NEPA and Section 106 processes. On May 13, 2024, the Project team facilitated another on-site community meeting at the William Mead Homes property to provide a project update and increase awareness for residents to give input on the project during the upcoming Link US Draft EIS 45-day public review and comment period.

Metro Equity Platform

The Project delivers on the “Listen and Learn” Pillar of the Equity Platform. As described above, during the outreach and environmental review process, there were numerous public engagement meetings with stakeholders, including minority communities and low-income communities. Attendees were provided copies of the Project fact sheet, FAQs, and comment sheet. The fact sheet and FAQs were provided in English, Spanish, Chinese (simplified), Japanese, Vietnamese, Korean, and Khmer (Cambodian). The comment sheet included English, Spanish, Chinese (simplified), and Japanese, and were made available in additional languages upon request. Display boards were located around the meeting spaces (pre-COVID) for stakeholders to walk around, speak to Project and Metro staff, and view Project information. Stakeholders were invited to write directly on the boards and/or fill out comment sheets located at each table. Interpretation was available in Spanish, Chinese, and Japanese to all stakeholders in attendance and was also made available for other languages upon advanced request. The information learned was incorporated as feedback in the environmental review process. Further efforts will be made to meet with key stakeholders and equity-focused community representatives during the environmental review process.

Input provided by minority communities and low-income communities at outreach events and briefings are summarized in Table 4-4. This input was reviewed and considered during the analysis for each resource area, identification of potential impacts, and development of mitigation measures.

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities

Resource Area	Input Summary	Summary of How Feedback was Addressed
Air Quality	<ul style="list-style-type: none"> Impacts to air quality associated with project/increased train activity and impacts to residents with health issues. Request for post-project completion air quality analysis. Request for air quality monitoring during construction at William Mead Homes 	<ul style="list-style-type: none"> An analysis of air quality impacts to nearby sensitive receptors of the Build Alternative footprint was performed along with a Health Risk Assessment to consider the cancer risk to receptors within a 2-kilometer buffer of the Build Alternative footprint during both construction and operations. Mitigation measures were identified to reduce potential adverse effects related to air quality during construction and operations (see Section 3.5 of the EIS). Mitigation Measure AQ-3, Adaptive Air Quality Mitigation Plan, requires Metro to conduct an annual emissions inventory to determine if pollutant emissions and diesel pollutant concentrations would exceed thresholds at any residential land use, and to work with regional/intercity rail operators to implement emerging technology on trains passing through LAUS or limit train movements so applicable thresholds would not be exceeded (see Section 3.5 of the EIS). Offsetting Mitigation Measure AQ-4, Construction Air Quality Monitoring at William Mead Homes, requires Metro to develop a construction air quality monitoring plan and complete monitoring within the William Mead Homes property during the adjacent sound wall construction, throat track reconstruction, and elevated rail yard phases of construction (see Section 4.0 of the EIS).
Businesses	<ul style="list-style-type: none"> Effects on businesses in the Commercial Street corridor near US-101, where new viaducts would be constructed to accommodate the run-through tracks. Closure of US-101 On/Off Ramps and effects on Little Tokyo legacy businesses, and acknowledgement of other religious institutions in Little Tokyo 	<ul style="list-style-type: none"> A food processing facility, self-storage facility, and a portion of the BNSF West Bank Yard are planned to be acquired to implement the Build Alternative. Relocation of active businesses on affected parcels would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (see Section 3.15 of the EIS). Construction of the run-through tracks would also take place on vacant property north of Commercial Street. South of Commercial Street, full access to businesses and associated parking would be maintained. Although short-term overnight closures of the southbound ramps at Commercial Street would be necessary to erect and dismantle falsework during construction of the US-101 Viaduct, alternate access would be

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities	
Resource Area	Input Summary
	<p>Summary of How Feedback was Addressed</p> <p>provided to businesses along Commercial Street via local roads (see Section 3.3 of the EIS).</p> <ul style="list-style-type: none"> Noise and vibration effects on sensitive receptors were evaluated. None of the businesses along the Commercial Street corridor are classified as sensitive receptors (see Section 3.6 of the EIS). Mitigation Measure TR-1, Traffic Management Plan requires advance coordination with businesses and facilities prior to temporary street closures (See Section 3.3 of the EIS). Figure 3.15-2 was updated to include Hiroshima Kenji-Kai of SoCal (#50) and the Japanese Evangelical Missionary Society (#51) (See Section 3.15 of the Final EIS).
Community Impacts	<ul style="list-style-type: none"> Impacts to fields, handball court, open space at William Mead Homes. Opportunities for educational internships to involve community youth in internships and educational programs, allow more exposure to programs for young adults. Request for presentation to William Mead Homes residents on methods to obtain jobs on Metro projects and work/training opportunities. Displacement of unhoused population.
	<ul style="list-style-type: none"> Temporary or permanent impacts to the recreational areas at William Mead homes would not occur with implementation of the Build Alternative. The area adjacent to Bolero Lane alongside the existing fence would be temporarily impacted during construction of the noise wall and would be restored to the existing condition or better after completion of the noise wall in coordination with HACLA. Metro encourages participation in its student and emerging professional programs, which includes summer internships for high school juniors and seniors, and other internship programs. Small and Disadvantaged Businesses interested in bidding work are encouraged to access Metro's Vendor Portal to learn about opportunities, bonding assistance, and become a certified Disadvantaged Business Enterprise or Small Business Enterprise. Community Outreach meetings held on November 15, 2016, included stations for the Metro Jobs Programs through the Diversity and Economic Opportunity Department. The Metro Jobs Programs stations provided collateral materials about construction careers and Metro's Small Business Programs. A Metro Jobs Program station will also be set

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities	
Resource Area	Input Summary
Construction	<ul style="list-style-type: none"> • Duration of construction. • Construction staging and vehicles driving through the community. • Impacts to parking during construction. • Impacts to cultural and religious institutions in Little Tokyo.
	<p>up at the public hearing for the Draft EIS. Metro's staff will also meet with William Mead Homes to provide an overview of Metro's jobs programs</p> <ul style="list-style-type: none"> • Construction will take place on existing right-of-way and on fenced, private parcels acquired for the Project. Displacement of unhoused individuals are not anticipated. • Construction of the Build Alternative would occur in multiple stages and would be phased to minimize impacts to local street circulation during construction. Temporary traffic delays and disruptions to traffic would occur during reconstruction of the Vignes Street Bridge and the Cesar Chavez Avenue Bridge. Reconstruction of these bridges would be phased and occur consecutively so that road closures would not be concurrent (see Section 3.3 of the EIS). • Noise mitigation measures include rerouting truck traffic away from residential streets to the extent possible and implementation of a proactive Community Notification Plan to address community noise and vibration concerns during construction (see Section 3.6 of the EIS). Construction site access in the throat segment is expected to be at Alhambra Avenue and College Street (see Section 3.3 of the EIS). • There may be temporary impacts to parking at William Mead Homes during construction to allow for excavation of noise wall footings and equipment staging. This temporary encroachment would be coordinated with HACLA and the William Mead Homes Resident Advisory Committee prior to construction. A construction traffic management plan will be prepared prior to construction, which will require the contractor to coordinate construction closures and traffic detours with the local affected community. Advance notice will be provided to residents and communities to identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours (see Section 3.3 of the EIS). No other impacts to public or private parking areas are anticipated.
	<p>Summary of How Feedback was Addressed</p>

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities		
Resource Area	Input Summary	Summary of How Feedback was Addressed
		<ul style="list-style-type: none"> The Little Tokyo District would not be subject to construction proximity impacts, as construction activities would take place multiple blocks away and within existing ROW along the west bank of the Los Angeles River and there are no construction haul routes through the Little Tokyo District (See Section 4.6.1 of the EIS). Representatives from the Little Tokyo Business Association were presented this conclusion in February 2025 after the close of the Draft EIS/SEIR 45-day public comment period and no objections to this conclusion were received.
Hazardous Materials	<ul style="list-style-type: none"> Concerns regarding possible existing contamination. Concerns on potential health impacts due to the expected increase of train activity. Concerns regarding potential groundwater contamination from project. Concerns/questions regarding health risks due to dust resulting from soil testing. Concerns of location of soil testing (Metro side vs. from William Mead Homes). 	<ul style="list-style-type: none"> An analysis was conducted to identify the potential to encounter contaminated soils and/or groundwater, or migration of contaminants during construction activities. Mitigation measures were identified to minimize adverse effects. A Phase II Environmental Site Assessment is required to be prepared prior to final design for properties that will be affected by excavation (see Section 3.10 of the EIS). An analysis was conducted to evaluate the potential for cancer risk to nearby sensitive receptors. After implementation of Mitigation Measure AQ-3, Adaptive Air Quality Mitigation Plan, there would be a reduction of pollutant concentrations to below SCAQMD's threshold of 10 in 1 million for cancer risk at any of the identified sensitive receptors near the Build Alternative. Pollutant concentrations would decrease by 30 percent in 2031 and 37 percent in 2040 with implementation of emerging rail technologies (see Section 3.5 of the EIS). Geotechnical and Phase II soil testing near William Mead Homes was conducted from within the railroad right-of-way. A site-specific Health and Safety Plan was prepared for that soil testing work. A Hazardous Materials Management Plan, parcel-specific Soil Management Plan, and Health and Safety Plans will be prepared prior to any further investigations and construction to identify specific hazards and to outline provisions for how soils will be managed to reduce potential public health impacts. Health and Safety Plans will be prepared to meet OSHA requirements and all applicable federal, state, and local regulations and agency ordinances related to the proposed management, transport, and

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities		
Resource Area	Input Summary	Summary of How Feedback was Addressed
Historical resources	<ul style="list-style-type: none"> Archaeological remains in historic Chinatown and the Mexican-American neighborhood north of Cesar Chavez Avenue. Effects on the historical significance and structural integrity of the historic Macy Street school building (no longer a school). Cultural resources evaluation of US-101 to determine its eligibility for listing in the National Register of Historic Places. Historical aspects of Bauchet Street. Consideration of Union Station as site for gatherings, meetings and performances, and local cultural museum offerings. Preservation or reuse of historic canopies. 	<p>disposal of contaminated media during construction. All plans pertaining to work on properties with Land Use Covenants will be reviewed by the Department of Toxic Substances Control to verify that construction activities would be managed in a manner protective of public health (see Section 3.10 of the EIS).</p> <ul style="list-style-type: none"> Historic resources within the defined Area of Potential Effect were evaluated to determine potential eligibility for the National Register of Historic Properties (NRHP) as well as potential impacts for properties listed or eligible for the NRHP. Coordination about the eligibility and assessment of effects is ongoing with the State Historic Preservation Office, Tribes, and other consulting parties. US-101 was determined not eligible for the NRHP. No adverse effect was identified for Macy Street School (see Section 3.12 of the EIS). US-101 between Grand Avenue and Vignes Street was evaluated and determined not eligible for the NRHP, nor was it a CEQA historical resource. Mitigation Measure CUL-1, Archaeological Treatment Plan, was developed to minimize adverse effects to known archaeological properties and address accidental discoveries. This plan provides for monitoring during construction, stop work protocols for unanticipated discoveries, and development of visual exhibits within LAUS regarding the significance of the historic site, along with other measures to guide work in archaeologically sensitive areas (see Section 3.12 of the EIS). Historical aspects of Bauchet Street were not considered because the location is outside the area of potential effects considered for the historical analysis. Union Station is available for events and community gatherings. Mitigation Measure CUL-1 includes provisions for development of visual exhibits within LAUS regarding the significance of the historic site. The existing spaces on the west side of LAUS that are used for gatherings, meetings, and performances, including the passenger waiting area,

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities		
Resource Area	Input Summary	Summary of How Feedback was Addressed
Noise	<ul style="list-style-type: none"> Current impacts to residents from existing operations. Potential increase of impacts due to more trains resulting from the project. Train activity impacts TV signals William Mead Homes residents without satellite TV. Consideration of Quiet Zone for William Mead Homes /request for elimination of horn blowing near William Mead Homes. Sound walls as potential mitigation. Sound wall details, including location, design, height, construction duration. Noise impacts to children during school time (William Mead Homes) Construction noise 	<p>former ticketing room, Harvey House restaurant, and courtyards would not be altered during construction. The community spaces, including the newly constructed East and West Plazas, will be available for public use during operations.</p> <ul style="list-style-type: none"> The existing butterfly shed canopies would be too narrow to perform their historic function (protection from sun and inclement weather) effectively or safely and would not align with the widened platforms as part of the Build Alternative. As part of the Section 106 process, Metro is considering the feasibility of salvaging significant architectural details from LAUS, including a butterfly canopy, for potential use in an educational display. A noise analysis was conducted to identify potential noise impacts to surrounding communities during construction and operations with increased train movements through LAUS. Sound walls are required to reduce operational noise levels and would be constructed during the first phase of the project to reduce construction-related noise at William Mead Homes and Care First Village for subsequent phases of construction. Details of the sound walls are specified in Mitigation Measure NV-1 and will be coordinated with William Mead Homes and Care First Village during design (see Section 3.6 and Section 4.5.1 of the EIS). In response to comments about train activity impacting TV signals at WMMH, sources of potential signal interference were discussed with communications engineers. Positive Train Control transmitters, which are federally required safety measures, already operate at the top end of the VHF TV spectrum and may already cause some signal interference with Channels 12 and 13 for households with over-the-air antennas for households near the railroad tracks. All residences with over-the-air antennas located near railroad tracks have the potential for signal interference for a short duration of time, similar to existing conditions.

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities		
Resource Area	Input Summary	Summary of How Feedback was Addressed
Safety	<ul style="list-style-type: none"> Safety measures to block access to tracks. Current gates/fences are in bad condition. Earthquakes. Unhoused individuals in and around area 	<ul style="list-style-type: none"> Safety improvements are proposed at the rail crossing on North Main Street to support the City of Los Angeles' future application to FRA for a quiet zone. Horns are used at the private crossings adjacent to William Mead Homes for safety purposes at the discretion of conductors per FRA protocol. Mitigation Measure NV-1 was updated to specify that construction of two sound walls would be constructed as early as possible in the Project construction phase, including prior to any demolition, and prior to substantial construction-related activities. Up to 33 new security positions would be required at LAUS upon implementation of the Build Alternative. Right-of-way fencing is incorporated into the design to block access to the tracks (see Section 3.14 of the EIS). An analysis of the active faults and seismic regions in the Project area was reviewed. The Project study area would be subject to the same level of ground motion and associated seismic hazards in the event of an earthquake as under existing conditions; however, standard construction safety protocols, in accordance with OSHA requirements would be implemented during construction. Construction of the Build Alternative would not increase the probability of seismic ground shaking occurring. New infrastructure would be constructed to be seismically sound and would be designed and constructed per current building code requirements for seismic safety (see Section 3.9 of the EIS). Metro developed a Homeless Outreach Plan in 2017 that has continued to evolve through a partnership with People Assisting the Homeless. Metro's Outreach Team consists of nurses, substance abuse counselors, mental health clinicians, former homeless individuals and other outreach workers seeking to help unhoused individuals who shelter within Metro's stations, trains and buses.

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities

Resource Area	Input Summary	Summary of How Feedback was Addressed
<p>Transportation</p> <ul style="list-style-type: none"> • Access to nearby areas – desire for improved pedestrian access and bikeway connectivity and direct connections to transit (Downtown Los Angeles Streetcar, West Santa Anna Branch light rail, Blue Line, Silver Line). • Reduction of cars on Los Angeles Street. • Addition of bridge or other grade separated connection from Union Station to El Pueblo and Civic Center. • Parking during and after construction at William Mead Homes. • High speed rail options and potential to build underground. • Overall impacts from high-speed rail trains. • Impacts on bus routes and train on-time performance. • Closure of Vignes Street • US-101 on-off ramp improvements • US-101 high-occupancy vehicle lane configuration • Widening of Alameda Street Bridge • Simultaneous detours/closure of roads during construction • Construction traffic impacts • Need for advanced notification to community ahead of construction related activities 	<ul style="list-style-type: none"> • The Build Alternative includes improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit, which would decrease reliance on single-occupancy vehicles in the area. Due to the need to raise the concourse to allow for adequate vertical clearance for the run-through tracks, underground options for High-Speed Rail would not be feasible (see Section 2.0 of the EIS). • A pedestrian bridge to connect LAUS to El Pueblo and Civic Center is outside the scope of this project. • There may be temporary impacts to parking at William Mead Homes during construction to allow for excavation of noise wall footings and equipment staging. This temporary encroachment would be coordinated with HACLA and the William Mead Homes Resident Advisory Committee prior to construction. A construction traffic management plan will be prepared prior to construction, which will require the contractor to coordinate construction closures and traffic detours with the local affected community. There would be no impacts to parking after construction. • The project team explored the potential for 14 configurations to accommodate high speed rail system. Design parameters identified for the project included avoiding impacts to the existing Red and Purple Line subway. Construction of underground high speed rail infrastructure would require tunneling below or lowering the existing Red and Purple Line subway tunnels, which are located 40 feet below ground level at the station, directly below the existing passenger tunnel floor. Alternatives that require lowering of the Red and Purple Line would be financially infeasible and would produce more construction than what is required to fulfill the purpose and need of the Project. Additionally, this would increase the potential for greater subsurface environmental impacts related to archaeological and paleontological resources, hazardous materials, geology and soils. • The planned HSR system will operate within an existing rail corridor that is already characterized by existing train noise, vibration, visual impacts, 	

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities		
Resource Area	Input Summary	Summary of How Feedback was Addressed
		<p>air quality impacts, and an existing physical barrier. The addition of HSR service would provide permanent beneficial effects through improved regional accessibility, reduced vehicle trips on freeways, and improvements to transportation infrastructure. As discussed above, pollutant concentrations would decrease by 30 percent in 2031 and 37 percent in 2040 with implementation of emerging rail technologies (see Section 3.5 of the EIS). Construction of a noise wall would reduce operational noise to levels lower than the FTA severe impact criteria and safety improvements at the Main Street Bridge to support future application for a Quiet Zone would further reduce operational noise levels.</p> <ul style="list-style-type: none"> • Mitigation Measure TR-1 requires alternative routes to be implemented to maintain access and connectivity during road closures and detours. Advance notice would be provided to public transit and bus operators to help maintain on-time performance during construction (see Section 3.3 of the EIS). • The Build Alternative does not require closure of Vignes Street (south of US-101) or realignment of Commercial Street. The run-through track alignment south of LAUS is Final EIR Project alignment. • With the Build Alternative, safety improvements and modifications would still be implemented at the Northbound US-101 Off-ramp to Alameda Street and SB US-101 On-ramp from Commercial Street. Changes to the SB US-101 Off-Ramp to Commercial Street are not required. • Reconfiguration of the high-occupancy vehicle lane along the US-101 is not part of the Build Alternative. • The Build Alternative would not cause long-term traffic impacts that would require widening of Alameda Street. • Mitigation Measure TR-1 includes advanced construction notifications for surrounding residents and communities and includes a requirement that the contractor avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS during peak hours, where feasible.

Table 4-4. Summary of Stakeholder Input from Minority Communities, Low-income Communities, and Non-Minority Communities

Resource Area	Input Summary	Summary of How Feedback was Addressed
Visual	<ul style="list-style-type: none"> • Visual impacts of run-through tracks over 101 to drivers. • Gateway Signage at 101 and Olvera Street District. • Cleanliness of trains and LAUS. • Opportunities for public art and murals as part of the project • Collaborative approach for the design of the sound walls at William Mead Homes • Commitment to the future maintenance of the sound wall 	<ul style="list-style-type: none"> • With implementation of proposed mitigation, temporary construction-related impacts in the AM or PM peak hours would not result in significant traffic delays per LADOT guidelines. • An analysis was performed to consider the visual impacts of run-through tracks over US-101. • Gateway signage at US-101 and the Olvera Street District is outside the scope of this project and the Build Alternative. • Up to 13 new janitorial positions would be required as part of the Build Alternative to help ensure the cleanliness of LAUS. • Metro’s onboard Ambassadors help to report maintenance, cleanliness, or safety concerns for an expedited response. • Opportunity for art installations may be considered during final design. • Mitigation Measure AES-1, Aesthetic Treatments requires coordination with HACLA regarding aesthetic enhancements to the sound walls. After construction is complete, the sound wall would be maintained per the provisions of a future agreement between HACLA and Metro.

Notes:

CEQA=California Environmental Quality Act; EIR=environmental impact report; EIS=environmental impact statement; FRA=Federal Railroad Administration; FTA=Federal Transit Administration; HSR=high-speed rail; HACLA=Housing Authority of City of Los Angeles; LADOT=Los Angeles Department of Transportation; LAUS=Los Angeles Union Station; OSHA=Occupational Safety and Health Administration; SB=Senate Bill; SCAQMD=South Coast Air Quality Management District; SEIR=Supplemental Environmental Impact Report; WMH=William Mead Homes

5.0 Affected Environment

This chapter describes existing conditions, including land use and demographic characteristics of the County and City of Los Angeles. The affected environment for communities and neighborhoods is presented in terms of existing and planned land uses, population characteristics (demographics, age, income, household characteristics, linguistic isolation, and disabilities), housing, presence of community analysis populations, local economic conditions, community facilities, and nonmotorized circulation characteristics in the local community.

5.1 Existing and Planned Land Use

The following sections discuss communities and applicable community plans within the broader socioeconomic planning area, existing land uses, general plan land use designations, and zoning classifications within the Project study area.

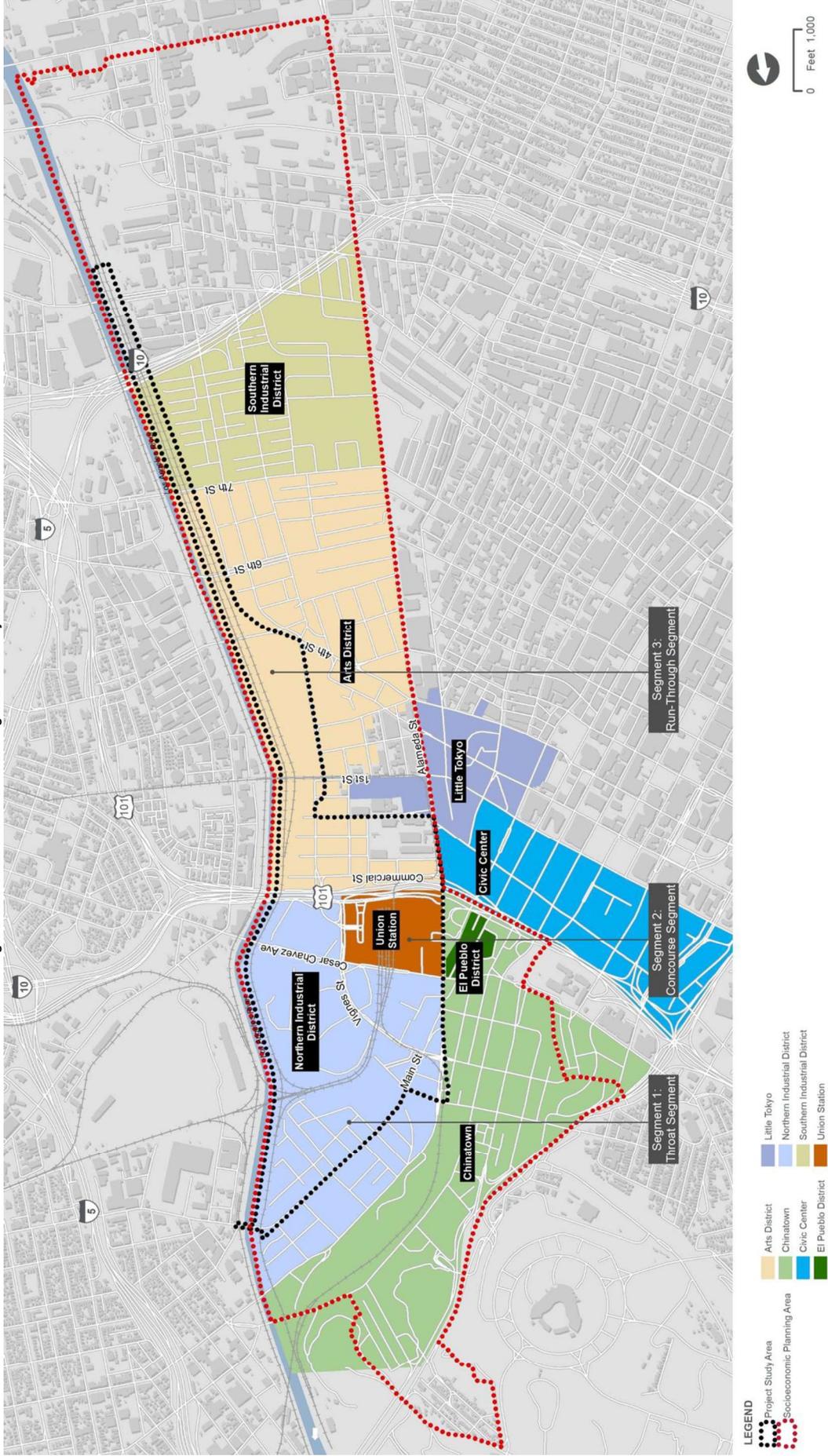
5.1.1 Communities in the Socioeconomic Planning Area

LAUS is located in the northeastern corner of Downtown Los Angeles, the central business district of the City of Los Angeles. Downtown Los Angeles is comprised of multiple neighborhood communities, also referred to as districts, that are contained within larger community planning areas. As depicted on Figure 5-1, the socioeconomic planning area encompasses the Project study area and extends into districts west of the Project study area boundaries. A summary of the districts located within the socioeconomic planning area is provided below:

- **Northern Industrial District** – The northern portion of the socioeconomic planning area is within the Northern Industrial District, also referred to as the Mission Junction neighborhood. Mission Junction is adjacent to and west of the Los Angeles River. The 449-unit William Mead Homes, operated by the Housing Authority of the City of Los Angeles and the 232-unit Hilda L. Solis Care First Village, is located in Segment 1 of the Project study area. Segment 2 contains the Mozaic Apartments (272 housing units) and several government buildings, including the Twin Towers Correctional Facility operated by the Los Angeles County Sheriff's Department (LASD).
- **Chinatown District** – The western portion of the socioeconomic planning area (Segments 1 and 2) is within the Chinatown District. The Chinatown District is adjacent to, but not within, the Project study area. This district was the commercial center for Chinese and other Asian businesses starting circa 1938 and is currently occupied by restaurants, shops, businesses, and residential neighborhoods. The Chinatown District also contains the area previously known as Naud Junction, where two sets of railroad tracks used to intersect. Located in the northwestern portion of the Project study area at Main Street and Alameda Street, the former Naud Junction area is now occupied by commercial and industrial buildings.

- **El Pueblo District** – The southwestern portion of the socioeconomic planning area contains the El Pueblo District, which is immediately adjacent to Segment 2 in the Project study area. The El Pueblo District includes Olvera Street and the El Pueblo de Los Angeles Historical Monument. Olvera Street contains several of Los Angeles’s oldest historic buildings along with dozens of craft shops, restaurants, and other businesses. El Pueblo de Los Angeles Historical Monument (also known as Los Angeles Plaza Historic District and formerly known as El Pueblo de Los Angeles State Historic Park) is a 44-acre park in the oldest section of Los Angeles (City of Los Angeles 2016).
- **Arts District** – The southern portion of the socioeconomic planning area and Segment 3 of the Project study area includes the Arts District, formerly an industrial area transformed into an artist community with live-work lofts in the mid-1970s.
- **Southern Industrial District** – The southernmost portion of the socioeconomic planning area and Segment 3 of the Project study area is located within the Southern Industrial District. This area contains light industrial and warehouse uses.
- **Little Tokyo** – The majority of Little Tokyo is west of Alameda Street, with a segment along 1st Street that overlaps with the Arts District. Little Tokyo includes commercial, cultural, and religious uses, and some developing residential areas. The Little Tokyo District is one of three remaining official Japantowns in the United States. The Little Tokyo District includes a Historic District National Historic Landmark west of Alameda Street and was a designated California Cultural District. The Little Tokyo District is home to cultural institutions celebrating art and culture, as well as shopping, dining and religious destinations that serve both the local Japanese American community, visitors, and the broader Southern California community.

Figure 5-1. Socioeconomic Planning Area and Adjacent Communities



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Other neighborhoods near but outside the socioeconomic planning area include Skid Row, approximately 0.5 mile southwest, which includes a large population (approximately 3,000 to 6,000) of people experiencing homelessness; the Elysian Park neighborhood and Chavez Ravine, approximately 0.7 mile north near Elysian Park and Dodger Stadium; and Lincoln Heights, Boyle Heights, and Aliso Village, east of the Los Angeles River. While these neighborhoods are located outside the socioeconomic planning area, public outreach efforts included these communities to obtain input and feedback about Project elements.

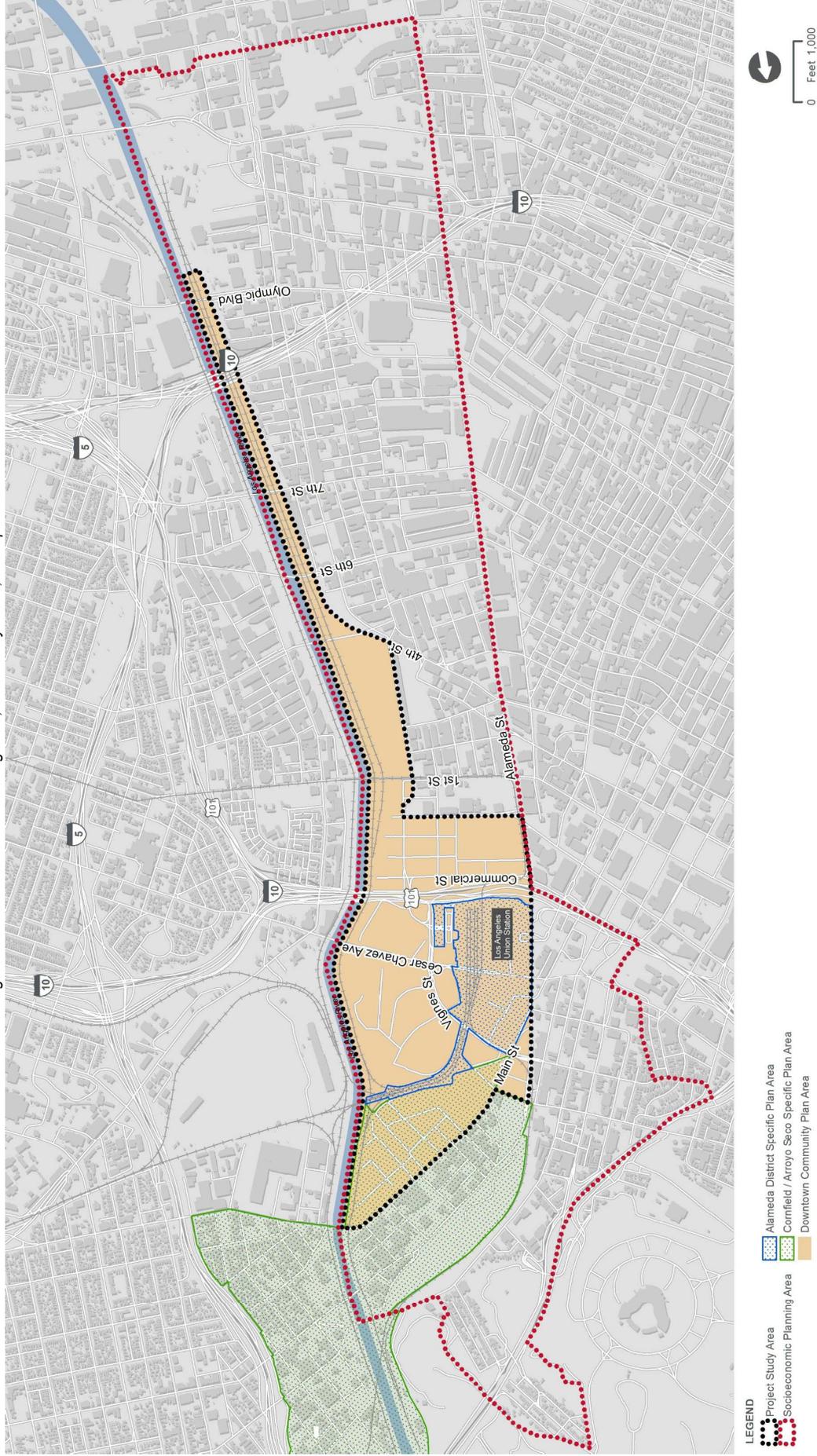
5.1.2 Community Plans and Specific Plans in the Socioeconomic Planning Area

Many of the districts discussed in Section 5.1.2 are located within the boundaries of community or specific plans adopted by the Los Angeles City Council. As depicted on Figure 5-2, portions of the socioeconomic planning area are within the DCP (City of Los Angeles, Department of City Planning 2009), the ADSP (City of Los Angeles, Department of City Planning 1996), and Cornfield Arroyo Seco Specific Plan (City of Los Angeles, Department of City Planning 2013). A brief discussion of the guiding principles of these plans is provided below:

- The DCP replaced the previous Central City North Community Plan in May 2023. The DCP prioritizes several core principles in relation to long-range planning within the Downtown Los Angeles area, including accommodating anticipated growth in the downtown area through 2040; reinforcing downtown’s job orientation; growing and supporting the existing residential base; strengthening the neighborhood character; and, promoting a transit-friendly environment while creating linkages among districts.
- The City of Los Angeles’s ADSP encourages continued and expanded development of LAUS as a major transit hub for the region. LAUS; a Metro-owned 47-acre parcel that includes a historic passenger terminal building, rail yards, and platforms; is located within the ADSP.
- The Cornfield Arroyo Seco Specific Plan area encompasses a portion of the northernmost portion of the Project study area (north of Alhambra Avenue). The objective of this specific plan is to transition the plan area from vehicle-oriented industrial land uses to a compact, livable, walkable mixed-use, public transit-focused neighborhood. William Mead Homes is also located within the Cornfield Arroyo Seco Specific Plan area. The City of Los Angeles is updating the Cornfield Arroyo Seco Specific Plan in 2023 to better advance housing opportunities.

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Figure 5-2. Socioeconomic Planning Area, Community Plans, and Specific Plans



- LEGEND**
- Project Study Area
 - Socioeconomic Planning Area
 - Alameda District Specific Plan Area
 - Cornfield / Arroyo Seco Specific Plan Area
 - Downtown Community Plan Area



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5.1.3 Existing Land Uses in the Project Study Area

LAUS is located in the northeastern corner of Downtown Los Angeles and bounded by the El Monte Busway and US-101 to the south, Cesar Chavez Avenue to the north, Vignes Street to the east, and Alameda Street to the west. Existing land uses within the Project study area consist of transportation infrastructure (LAUS, railroad tracks, US-101, and Interstate 10), commercial and industrial buildings, residential apartment buildings (e.g., William Mead Homes, Mozaic Apartments, and One Santa Fe Apartments), the Hilda L. Solis Care First Village transitional housing facility (Care Frist Village), and government buildings (e.g., Metro Headquarters, U.S. Post Office/Mail Processing Facility, and the Twin Towers Correctional Facility). Overall, the Project study area is characterized by a dense downtown urban environment and consists of the following existing land uses within each of the three segments of the Project study area:

- **Segment 1: Throat Segment** – The northern portion of the Project study area includes the William Mead Homes complex and Care First Village adjacent to the railroad ROW, as well as a mix of government and public facilities and industrial and manufacturing uses.
- **Segment 2: Concourse Segment** – The center portion of the Project study area primarily consists of the LAUS campus and associated rail/transit facilities, Metro Headquarters, U.S. Post Office/Mail Processing Facility, and the Twin Towers Correctional Facility. The Mozaic Apartments are also adjacent to LAUS.
- **Segment 3: Run-Through Segment** – The southern portion of the Project study area is mostly occupied by commercial and industrial buildings (warehouses and refrigerated storage facilities). This segment includes the Commercial Street/Ducommun Street corridor (Alameda to Center Streets), the BNSF West Bank Yard, Keller Yard, main line tracks that extend along the west bank of the Los Angeles River, and the One Santa Fe Apartments.

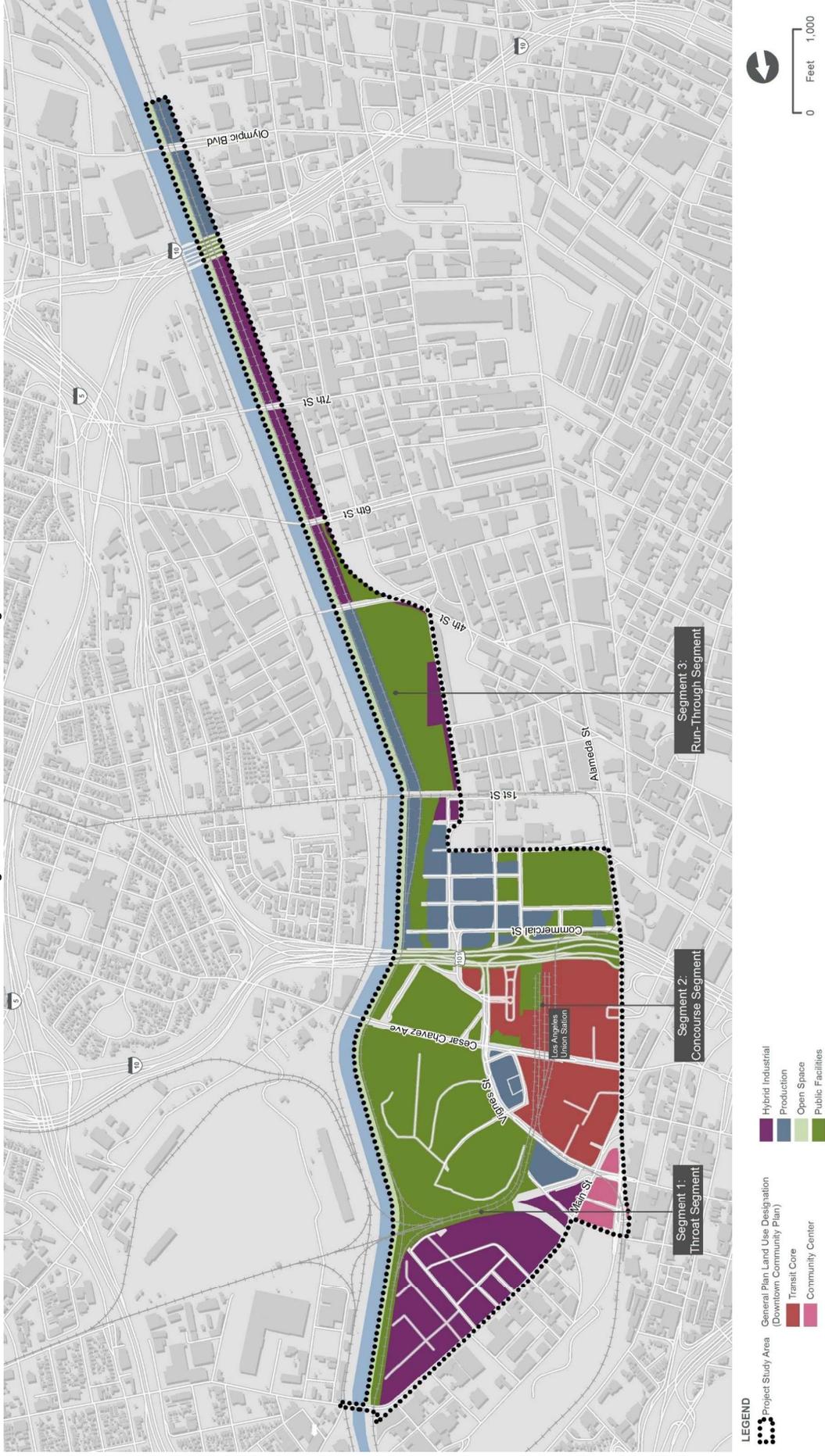
5.1.4 General Plan Land Use and Zoning Designations in the Project Study Area

Figure 5-3 depicts the current land use designations in the Project study area, per the City of Los Angeles General Plan Land Use Map. The General Plan land use designations within the Project study area include Hybrid Industrial, Public Facilities, Production, Open Space, Transit Core, and Community Center.

Figure 5-4 depicts the current City of Los Angeles zoning designations in the Project study area. In Segment 1 (outside of the boundaries of the ADSP and Cornfield/Arroyo Seco Specific Plan), properties are primarily zoned as Public District and Industrial 1 (LF2) with Commercial-Mixed 2 (DM2) zoned properties between Main Street and Alameda Street. In Segment 2, properties are primarily zoned as Public District and ADSP, with pockets of Industrial 1 (LF2), Industrial 1 (MM1), and Commercial-Mixed 3 (MB4) zoned properties. In Segment 3, properties are primarily zoned as Public District, Open Space 1 (VF1), Industrial 2 (LF2), and Industrial-Mixed 4 (MB2 and MB3) zoned properties.

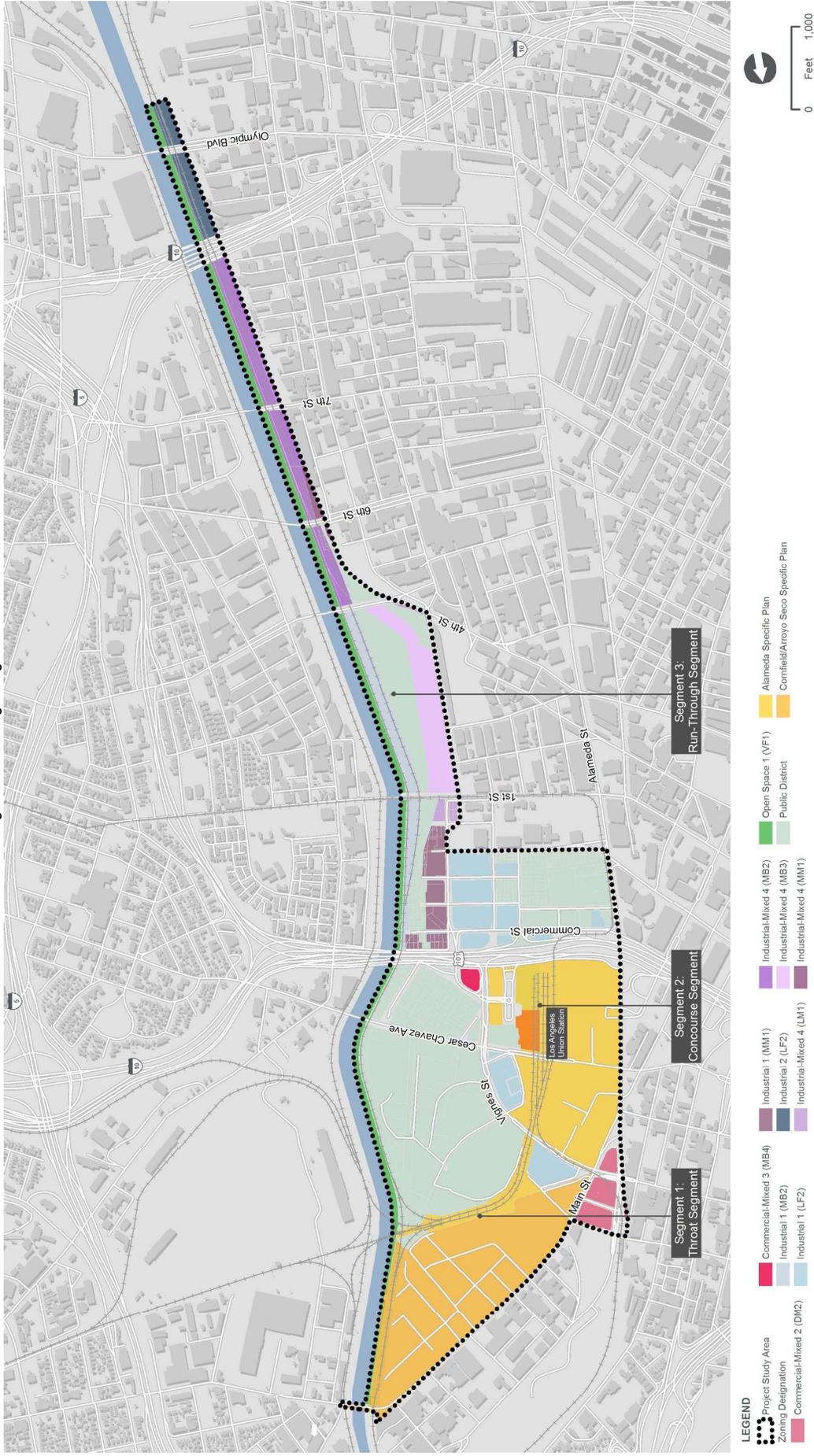
The Project study area is designated as Other Land (California Department of Conservation 2016a), and there are no Williamson Act contract lands in the Project study area (California Department of Conservation 2016b). Likewise, the Project study area does not include any forest land (i.e., land with 10 percent tree coverage, as defined in Public Resources Code Section 12220(g)) or timberland (i.e., land that is available for growing a crop of trees intended for commercial use, as defined in Public Resources Code Section 4526).

Figure 5-3. General Plan Land Use Designations



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Figure 5-4: Zoning Designations



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5.2 Community Facilities

Community services are an important aspect of neighborhood identity. Schools, hospitals, and other community facilities can be critical resources for the community. Transportation projects can result in adverse and beneficial effects on community services, impacting the character and cohesion of a community, either temporarily or permanently. Community facilities typically include parks and recreational centers, public or publicly funded schools, childcare centers, health care facilities, libraries, and places of worship. Community facilities within the socioeconomic planning area are depicted on Figure 5-5 and summarized in Table 5-1. Additional information on community facilities and public services is provided in the following sections.

5.2.1 Community Facilities

Parks and Recreational Centers

The City of Los Angeles parks system includes more than 16,000 acres of parkland, offering recreational, social, and cultural programs at 444 park sites in City of Los Angeles neighborhoods. There are several parks within the socioeconomic planning area, but there are no parks in the Project study area, as depicted on Figure 5-5 and summarized in Table 5-1. William Mead Homes includes several communal recreational facilities on site, including a handball/racquetball facility and a baseball field and Care First Village includes a playground and dog park; however, the facilities are closed to the general public and are only accessible to William Mead Homes and Care First Village residents, respectively. As part of the *Los Angeles River Revitalization Master Plan* and Los Angeles River Path Project, a river trail is planned along the western bank of the Los Angeles River.

Schools and Daycare Centers

As depicted on Figure 5-5 and discussed in Table 5-1, there are 11 schools and daycare centers located within the socioeconomic planning area. This includes three elementary schools, two high schools, a school of visual and performing arts, an after-school facility, a secondary education institute, and a child development center. There are also two daycare centers in the socioeconomic planning area, which both offer infant care through preschool programs. The Harry Pregerson Child Care Center is located just outside the socioeconomic planning area within the Edward Roybal Federal Building (255 E Temple Street, Los Angeles, CA 90012). The closest facilities to proposed infrastructure include Ann Street Elementary School (126 Bloom Street, Los Angeles, California 90012) adjacent to William Mead Homes in the northern portion of the Project study area and two daycare centers: the Metro Gateway Child Development Center (One Gateway Plaza, Los Angeles, California 90012) and First 5 LA Headquarters (La Petite Academy) (750 Alameda Street, Los Angeles, California 90012), which are both located on the LAUS campus and offer infant care through preschool programs.

Medical and Healthcare Facilities

As depicted on Figure 5-5, the City of Los Angeles’s Medical Services office is located in the socioeconomic planning area and provides correctional care (medical clinics operating within city jails), occupational health, and psychological services. Occupational health and psychological services are also available to city employees and departments at the medical services office. There are no hospitals, clinics, or other medical facilities (e.g., other counseling facilities, senior care homes or rehabilitation centers, or drug and alcohol rehabilitation centers) within the socioeconomic planning area. White Memorial Medical Center (1720 Cesar Chavez Avenue, Los Angeles, California 90033) Pacific Alliance Medical Center (531 College Street, Los Angeles, California 90012), and Downtown LA Veteran Affairs Clinic (351 East Temple Street, Los Angeles, California, 90012) are located 0.6 mile, 0.2 mile, and 0.1 mile from the Project study area, respectively. These medical centers offer medical services and community programs that serve the socioeconomic planning area.

Places of Worship

There are several places of worship located within the socioeconomic planning area, as shown on Figure 5-5 and detailed in Table 5-1. Each of the places of worship serve the local community and surrounding multicultural populations, offering religious services, counseling, and community events.

5.2.2 Government Services

Government facilities located within the socioeconomic planning area include the Chinatown Branch Library (adjacent to the Ord and Yale Street Park), the Metro and SCRRA offices and Los Angeles County Service Authority for Freeway Emergencies, located at One Gateway Plaza. The Los Angeles County Public Defender and Pretrial Services Division, which is part of the Los Angeles County Probation Department, the Twin Towers Correctional Facility, and other City of Los Angeles facilities are also located within the socioeconomic planning area. A federal complex that includes the Edward R. Roybal Federal Building and U.S. Bureau of Prisons Metropolitan Detention Center are located on Alameda Street between Commercial Street and Temple Street, adjacent to the socioeconomic planning area. Police and fire protection services are described below.

Police Protection

Police protection services in the socioeconomic planning area are provided by the City of Los Angeles Police Department. There are no Los Angeles Police Department stations in the Project study area. The nearest police station is the Central Community Police Station (251 6th Street, Los Angeles, California 90014), approximately 0.5 mile west of the Project study area. As depicted on Figure 5-5, an LASD office is located in the Project study area east of LAUS. LASD provides general law enforcement services to Metro, 40 contract cities, 90 unincorporated communities, 216 facilities/hospitals/clinics throughout the County of Los Angeles, 9 community colleges, and 47 Superior Courts of California in the County of Los Angeles (LASD 2023).

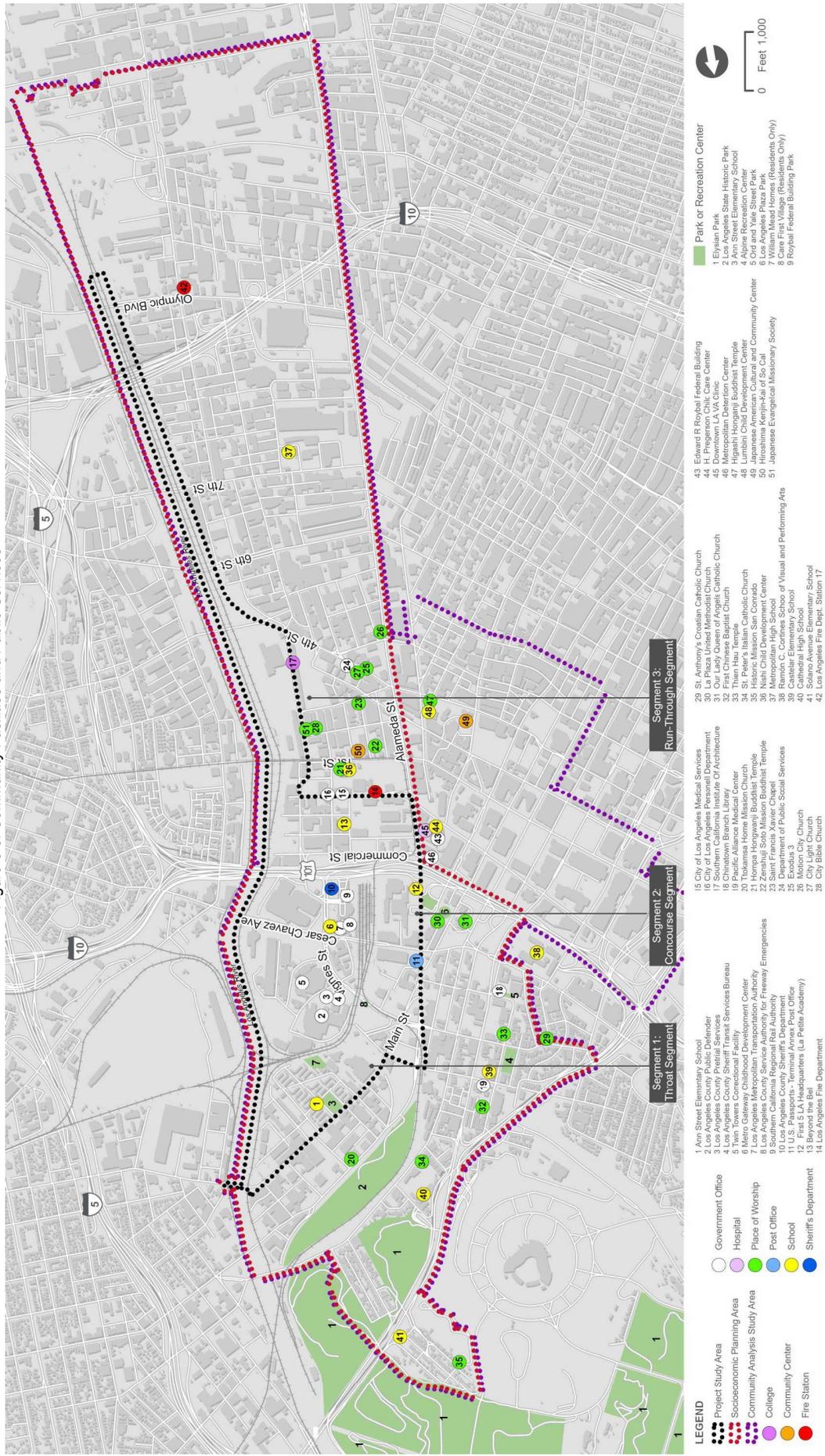
Fire Protection

Fire protection services in the socioeconomic planning area are provided by the City of Los Angeles Fire Department. As depicted on Figure 5-5, there are two fire stations, City of Los Angeles Fire Department Fire Station 4 (450 Temple Street) and City of Los Angeles Fire Department Station 17 (1601 S. Santa Fe Avenue) located in the socioeconomic planning area.

From January to April 2023, the average City of Los Angeles Fire Department response times were 1 minute, 7 seconds for average call processing; 54 seconds for average turnout time (i.e., the time from station-acknowledged notification of the emergency until the time the response apparatus leaves the station); 5 minutes, 9 seconds for average travel time for incidents involving emergency medical services; and 5 minutes, 7 seconds average travel time for nonemergency medical services incidents (Los Angeles Fire Department 2023). The National Fire Protection Association has established national performance standards for response times, which is 1 minute, 20 seconds for turn out and 4 minutes for travel time (National Fire Protection Association 2009).

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Figure 5-5. Community Facilities and Public Services



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Table 5-1. Community Facilities and Government Services

Name	Description
Park and recreational facilities	
Los Angeles Plaza Park	Los Angeles Plaza Park, also known as Father Serra Park, is located at 125 Paseo De La Plaza in Los Angeles. The park is approximately 1 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Los Angeles Plaza Park is accessible from Los Angeles Street or Main Street.
Ord and Yale Street Park	Ord and Yale Street Park, also called the Alpine Recreation Center Expansion Project or Vertical Park Project, is an approximately 1-acre future planned park. The future planned park site is owned by the City of Los Angeles Department of Recreation and Parks. Ord and Yale Street Park is anticipated to be accessible from Cleveland Street.
Alpine Recreation Center	Alpine Recreation Center is located at 817 Yale Street in Los Angeles. The recreation center is owned and operated by the City of Los Angeles Department of Recreation and Parks. Alpine Recreation Center is accessible from Cleveland Street.
Elysian Park	Elysian Park is located at 835 Academy Road in Los Angeles. The park is the second largest park in Los Angeles at 600 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. Elysian Park is accessible from Solano Canyon Drive.
Hilda L. Solis Care First Village	Hilda L. Solis Care First Village is an interim housing facility providing housing for people experiencing homelessness. The village is approximately 4 acres and provides 232 beds located at 1000 N Alhambra Ave. The village includes an outdoor playground and dog park onsite that is closed to the general public and only accessible to the Care First Village residents.
Los Angeles State Historic Park	Los Angeles State Historic Park is located at 1245 Spring Street in Los Angeles. The park is approximately 32 acres and is owned and operated by the California Department of Parks and Recreation. Los Angeles State Historic Park is accessible from Spring Street.
Los Angeles River Path (planned)	The Los Angeles River Bicycle Path (planned) will be a Class I bicycle and pedestrian path (separated from vehicular traffic) that would run along the concrete banks of the Los Angeles River. The proposed section of the bicycle path along the eastern boundary of the Project study area has not yet been constructed. The Los Angeles River Bicycle Path is owned and operated by the Los Angeles River Authority, which includes the City of Los Angeles, the County of Los Angeles, and the U.S. Army Corps of Engineers. Access to the Los Angeles River Bicycle Path will be from adjacent streets east of the Los Angeles River.
William Mead Homes	William Mead Homes is located at 1300 Cardinal Street in the northern portion of the Project study area. The site is accessible from Main Street, Leroy Street, Elmyra Street, and Bolero Lane. William Mead Homes is a public housing complex aimed at providing affordable housing for low-income residents. The housing complex includes several communal recreational facilities on site, including a handball/racquetball facility and a baseball field. The facilities are closed to the general public and are only accessible to William Mead Homes residents.

Table 5-1. Community Facilities and Government Services

Name	Description
Japanese American Cultural and Community Center	The Japanese American Cultural and Community Center is located at 244 South San Pedro Street, within the Little Tokyo District west of Alameda Street. With a 2.2 acre campus featuring a plaza and sculpture, it is an ethnic arts and cultural center with a theater, exhibition center, culinary center, and Japanese garden.
National Japanese American Veterans Court	The National Japanese American Veterans Court is located at 244 South San Pedro Court within the Little Tokyo District west of Alameda Street. The Court includes a Memorial Wall with the names of fallen Japanese American soldiers.
Hiroshima Kenjin-Kai of Southern California	Hiroshima Kenjin-Kai of Southern California is a non-profit organization located at 712 1 st Street. The organization promotes culture, traditions, and shares prefectural information through community and social engagement.
Schools and daycare centers	
Ann Street Elementary School	Ann Street Elementary School, located at 126 Bloom Street, is managed by Los Angeles Unified School District and is adjacent to William Mead Homes.
Solano Avenue Elementary School	Solano Avenue Elementary School is located at 615 Solano Avenue.
Cathedral High School	Cathedral High School is a college preparatory school located at 1253 Bishops Road.
Castelar Elementary School	Castelar Elementary school is located at 840 Yale Street and is part of the Los Angeles Unified School District.
Ramón C. Cortines School of Visual and Performing Arts	Ramón C. Cortines School of Visual and Performing Arts, located at 450 N. Grand Avenue, is part of the Los Angeles Unified School District.
Beyond the Bell	Beyond the Bell, located at 611 Jackson Street, is an after-school academic, enrichment, and recreation program run by Los Angeles Unified School District.
Metropolitan High School	Metropolitan High School, located at 727 Wilson Street, is part of the Los Angeles Unified School District.
Southern California Institute of Architecture	Southern California Institute of Architecture, located at 960 3 rd Street, is an independent, nonprofit school offering undergraduate, graduate, and postgraduate degrees in architecture. The school consists of approximately 500 students and 80 faculty members, some of whom are practicing architects.
Metro Gateway Child Development Center	Metro Gateway Child Development Center, located at One Gateway Plaza, offers infant care through preschool programs.
First 5 LA Headquarters – La Petite Academy	La Petite Academy Preschool, located at the First 5 LA Headquarters at 750 Alameda Street, offers infant care through preschool programs.

Table 5-1. Community Facilities and Government Services

Name	Description
Nishi Child Development Center	The Nishi Center is located at 815 E. 1st Street and provides day care services for preschool and kindergarten aged children. The school was established for the Nikkei/Buddhist community and has 45 students.
Harry Pregerson Child Care Center	The Harry Pregerson Child Care Center is located at 255 E. Temple Street, adjacent to the western boundary of the socioeconomic planning area. This preschool is located within the Edward R. Roybal Federal Building and provides childcare for federal employees.
Lumbini Child Development Center	The Lumbini Child Development Center is located at 505 E. Third Street, within the Little Tokyo District west of Alameda Street. The center provides day care services for preschool and kindergarten aged children and has 74 students.
Medical and healthcare facilities	
Pacific Alliance Medical Center	Pacific Alliance Medical Center is located 0.2 mile from the Project study area. The medical center is a 138-bed general medical and surgical hospital, which offers medical services and community programs.
White Memorial Medical Center	White Memorial Medical Center is located 0.6 mile from the Project study area. The medical center is a 353-bed not for profit, faith-based general medical and surgical hospital, which provides a full range of medical services open to the public.
Downtown Los Angeles Veterans Affairs Clinic	The Downtown Los Angeles Veterans Affairs Clinic is located 0.1 mile from the Project study area. The outpatient clinic provides primary care and specialty health services to veterans.
Places of worship	
Ttokamsa Home Mission Church	Ttokamsa Home Mission Church is a Presbyterian church located at 1440 Spring Street. Ttokamsa Home Mission Church serves the Korean population and provides church services, counseling, and community events.
Hompa Hongwanji Buddhist Temple	Hompa Hongwanji Buddhist Temple is located at 815 1st Street. The temple complex has three chapels available for religious services, classrooms, conference rooms, guest rooms, offices; and a multipurpose hall used for community activities and athletic events.
Zenshuji Soto Mission Buddhist Temple	Zenshuji Soto Mission Buddhist Temple is located at 123 Hewitt Street. The temple provides a full range of Buddhist services in Japanese and English and offers regularly scheduled community events exploring Zen, Buddhism, and Japanese culture throughout the year.
Saint Francis Xavier Chapel – Japanese Catholic Center	Saint Francis Xavier Chapel – Japanese Catholic Center is located at 222 Hewitt Street. The chapel provides religious services in Japanese and English and offers regularly scheduled community events throughout the year.
Historic Mission San Conrado	San Conrado is located at 1820 Bouett Street and offers Mariachi Mass each Sunday, followed by a breakfast prepared by community volunteers.

Table 5-1. Community Facilities and Government Services

Name	Description
St. Peter's Italian Catholic Church	St. Peter's Italian Catholic Church is located at 1039 N Broadway. St. Peter's Catholic Parish provides religious services and offers regularly scheduled community events.
First Chinese Baptist Church	First Chinese Baptist Church is located at 942 Yale Street. The church serves the Chinese population and provides worship services, ministry, and religious classes.
Thien Hau Temple	Thien Hau Temple is located at 756 Yale Street in Chinatown. The temple is a Taoist Temple open for worship. The temple is run by a cultural and religious association serving the local Vietnamese and other East Asian communities. It holds multiple celebrations throughout the year.
Our Lady Queen of Angels Catholic Church	Our Lady Queen of Angels Catholic Church is located at 535 N Main Street. The Church serves the Hispanic and Latino population offering all masses in Spanish.
City Bible Church	City Bible Church is located at 948 E. 2nd Street and offers satellite service for the City Bible Church Cerritos.
City Light Church	City Light Church is a Presbyterian, cross-cultural church located at ArtShare at 801 E 4th Place. City Light Church holds weekly services and community ministry.
Motion City Church	Motion City Church is a contemporary Christian Church providing weekly events and services.
Exodus 3	Exodus 3 is located at ArtShare at 801 E. 4th Place and is a Christian church offering mid-week and Sunday services.
Higashi Honganji Buddhist Temple	The Higashi Honganji Buddhist Temple is located at 505 East Third Street, within the Little Tokyo District west of Alameda Street.
Japanese Evangelical Missionary Society	The Japanese Evangelical Missionary Society is located at 948 E. 2nd Street and is a Christian, non-profit, para-church organization.
Government facilities	
Chinatown Branch Library	The Chinatown Branch Library resources include collections in English, Chinese, Spanish, and Vietnamese, free wi-fi, wireless and mobile printing, and computers. Events offered include children's story times, language classes, citizenship classes, and health insurance counseling.
Los Angeles County Service Authority for Freeway Emergencies	The Los Angeles County Service Authority for Freeway Emergencies is located at One Gateway Plaza. The goal of the Los Angeles County Service Authority for Freeway Emergencies is to help improve mobility and traffic in the County of Los Angeles by giving drivers the tools they need to travel safely and efficiently.
Los Angeles County Pretrial Services	This government office is located at 433 Bauchet Street. The Los Angeles County Pretrial Services division is part of the Los Angeles County Probation Department and responsible for providing information to public entities concerned with community safety (i.e., law enforcement, the courts, and probation) on matters of detention, incarceration, and alternative sentencing.

Table 5-1. Community Facilities and Government Services

Name	Description
Twin Towers Correctional Facility	The Twin Towers Correctional Facility, also called the Twin Towers Jail, is located at 441 Bauchet Street. The complex is operated by LASD and includes the world's largest jail and the nation's largest mental health facility (LASD 2014).
Department of Public Social Services	This government office is located at 813 E. 4th Place and offers assistance to low-income families and individuals.
Edward R Roybal Federal Building	Located in the Civic Center of Los Angeles at 255 E. Temple Street, the Edward R. Roybal Federal Building and U.S. Courthouse is a federal courthouse of the U.S. District Court. It is located west of Alameda Street, adjacent to the western boundary of the socioeconomic planning area.
Metropolitan Detention Center	The Metropolitan Detention Center is a federal prison located west of Alameda Street adjacent to the western boundary of the socioeconomic planning area. It is located at 535 N Alameda Street and houses 594 inmates.
Police and fire protection	
LASD	A LASD office is located east of LAUS at 450 Bauchet Street.
Los Angeles County Sheriff Transit Services Bureau	The Los Angeles County Sheriff Transit Services Bureau is located at 441 Bauchet Street. The Transit Services Bureau is part of the Transit Policing Services Division of LASD, an American law enforcement agency that serves the County of Los Angeles.
Los Angeles Fire Department	City of Los Angeles Fire Department Fire Station 4 is located at 1601 S. Santa Fe Ave near Redondo Junction.
Los Angeles Fire Department	City of Los Angeles Fire Department Fire Station 17 is located at 450 Temple Street in the Little Tokyo/Olvera Street/Chinatown community.

Notes:

LASD=Los Angeles County Sheriff's Department, LAUS=Los Angeles Union Station; Metro=Los Angeles County Metropolitan Transportation Authority

5.3 Community Characteristics

A community's characteristics can be described by its population and demographic information, including population size, age composition, ethnicity, household characteristics, cohesion, and transportation facilities. This section describes the existing community characteristics of the socioeconomic planning area.

5.3.1 Population Characteristics

Regional and local population changes for key geographic areas from 2010 to 2021 are summarized in Table 5-2.

Table 5-2. Existing Regional and Local Population Change

Geographic Area	2010	2021	Percent Change (2010 to 2021) (%)
County of Los Angeles	9,818,605	10,019,635	2.0%
City of Los Angeles	3,792,621	3,902,440	2.9%
Socioeconomic planning area	18,639	23,898	28.2%

Source: U.S. Census Bureau 2010, 2021; California Department of Finance 2020

As summarized in Table 5-2, the County and City of Los Angeles have seen a 2.0 and 2.9 percent increase in population growth, respectively, from 2010 to 2021. The socioeconomic planning area has experienced a 28.2 percent increase in population growth.

The socioeconomic planning area is located in the northeastern corner of Downtown Los Angeles (Districts 1 and 14). The SCAG growth forecasts from 2021 to 2040 are summarized in Table 5-3 for the County and City of Los Angeles. Forecasts are not detailed at the census tract level; however, projections have been made for the greater Downtown Los Angeles area. Downtown Los Angeles is projected to add 176,000 residents, 99,000 housing units, and 86,000 jobs in 2040 (City of Los Angeles, Department of City Planning 2022b).

Table 5-3. Projected Population, Household, and Employment Growth

Geographic Area ^a	2021	2040	Percent Change (2021 to 2040) (%)
Population			
County of Los Angeles	10,019,635	11,513,435	+15
City of Los Angeles	3,902,440	4,609,400	+18
Households			
County of Los Angeles	3,342,811	3,946,000	+18
City of Los Angeles	1,384,851	1,690,300	+22

Table 5-3. Projected Population, Household, and Employment Growth

Geographic Area ^a	2021	2040	Percent Change (2021 to 2040) (%)
Employment			
County of Los Angeles	4,885,032	5,225,707	+7
City of Los Angeles	1,968,851	2,169,100	+10

Source: SCAG 2019, SCAG 2020

Notes:

^a Projections for census tracts that make up the socioeconomic planning area were not available from the SCAG projection data.

SCAG=Southern California Association of Governments

As summarized in Table 5-3, long-term population growth from 2021 to 2040 is expected to increase at the city and county levels by 15 and 18 percent, respectively. As noted in SCAG’s 2020 RTP/SCS, increasing demand for multifamily housing reflects an overall preference of younger populations (ages 20 to 35) to live in dense, mixed-use urban areas well served by transit. Given this trend in housing preferences and on-going private investments in the socioeconomic planning area to convert industrial uses to mixed-use residential and the growth rate shown in Table 5-2, population growth rates in the six census tracts are anticipated to experience a similar level of growth as the City of Los Angeles.

5.3.2 Demographic Characteristics

Demographic characteristics are provided for the socioeconomic planning area, which are comprised of the five census tracts that traverse the Project study area.

Race and Ethnicity

The racial and ethnic characteristics of the County and City of Los Angeles are similar and reflect a diverse population. As summarized in Table 5-4, the predominant racial/ethnic group within the County and City of Los Angeles is Hispanic of any race. The next largest group is White alone, as reported by 25.5 and 28.1 percent of the population, respectively. The remaining population categories in descending order of proportion for both the County and City of Los Angeles are Asian, Black or African American, two or more races, Native Hawaiian/Pacific Islander, other race alone, and American Indian/Alaskan Native.

As summarized in Table 5-4, the socioeconomic planning area is more ethnically diverse than the County and City of Los Angeles. The predominant racial/ethnic group within the socioeconomic planning area is Asian. Other racial/ethnic groups in the socioeconomic planning area in descending order of proportion are Hispanic of any races, White alone, Black or African American, two or more races, American Indian or Alaskan Native, other race alone, and Native

Hawaiian/Pacific Islander. Compared with the County and City of Los Angeles, the socioeconomic planning area has smaller populations of individuals who are White alone and Hispanic of any race but larger Asian and Black or African American populations.

Table 5-4. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Area	White Alone (%)	Hispanic of any Race (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/ Pacific Islander (%)	Other Race alone (%)	Two or More Races (%)
County of Los Angeles	25.5	48.7	7.6	0.2	14.6	0.2	0.4	2.8
City of Los Angeles	28.1	48.4	8.3	0.2	11.6	0.1	0.5	2.9
Socioeconomic planning area	17.4	35.3	16.4	0.1	26.8	0.4	0.6	2.9

Source: U.S. Census Bureau 2021

Income and Poverty

Table 5-5 summarizes the income and poverty statistics of the selected geographic areas. The median household income for the socioeconomic planning area is \$74,608, which is higher than the 2021 U.S. Census Bureau poverty threshold of \$27,750 for a family of four. It is also higher than the City of Los Angeles’s median household income of \$69,778 but lower than the County of Los Angeles’s median household income of \$76,367. There are 12 low-income housing complexes within the socioeconomic planning area, most notably including William Mead Homes in Segment 1 of the Project study area. The Care First Village transitional housing facility is also located in Segment 1 of the Project study area. Approximately 25 percent of households in the socioeconomic planning area have income below the 2021 poverty level threshold identified by the U.S. Census Bureau.

Table 5-5. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US\$)	Percent of Households Below Poverty Level (%)
County of Los Angeles	76,367	13.9
City of Los Angeles	69,778	16.6
Socioeconomic planning area	74,608	25.0

Source: U.S. Census Bureau 2021

Age Distribution

As summarized in Table 5-6, the median age for the County and City of Los Angeles are 37.0 and 36.2 years, respectively. In the socioeconomic planning area, the median age within the six census tracts is similar or slightly older when compared with the county and city median age. The socioeconomic planning area has a lower percentage of residents under 18 or over 65 years old when compared with the County and City of Los Angeles.

Table 5-6. Age Distribution Characteristics

Geographic Area	Median Age	Under 18 (%)	65 and Over (%)
County of Los Angeles	37	21.6	13.7
City of Los Angeles	36.2	20.3	12.9
Socioeconomic planning area	38.3	8.2	11.5

Source: U.S. Census Bureau 2021

Special Populations

This section provides information on special populations, which include disabled, institutionalized, and linguistically isolated populations (limited English-speaking households). A summary of special population data is provided in Table 5-7 and Table 5-8.

Table 5-7. Disabled and Institutionalized Populations

Geographic Area	Disabled Population ^a (%)	Institutionalized Population ^b (%)
County of Los Angeles	10.1	0.6
City of Los Angeles	10.3	0.6
Socioeconomic planning area	9.3	26.4

Source: U.S. Census Bureau 2020, 2021

Notes:

^a Disabled population percentages are based on the total noninstitutional population.

^b Institutionalized population=People 16 years of age or older who are inmates or residents of institutions (penal, mental facilities, homes for the aged) and who are not in active duty in the armed forces.

Table 5-8. Limited English-Speaking Households

Geographic Area	Total Number of Households	Limited English-Speaking Households				Total Households (%)
		Spanish Language (%)	Other Indo-European Languages (%)	Asian and Pacific Islander Languages (%)	Other Languages (%)	
County of Los Angeles	3,342,811	18.7	22.0	30.0	15.0	12.1
City of Los Angeles	1,384,851	23.9	22.0	30.7	14.5	13.8
Socioeconomic planning area	6,601	4.7	0.9	18.4	0.0	24.0

Source: U.S. Census Bureau 2021

Notes:

Limited English-speaking households are households where all members 14 years or over have at least some difficulty with English.

As summarized in Table 5-7, an average of approximately 10 percent of the County and City of Los Angeles’s population is identified as disabled, having reported serious difficulty with one or more of the following four basic areas of functioning: hearing, vision, cognition, and ambulation. When compared with the City of Los Angeles, the socioeconomic planning area has a slightly higher percentage of disabled populations. For institutionalized populations, the county and city have averages of approximately less than 1 percent of the total population in penal facilities, mental facilities, or homes for the aged. When compared with the city average, the socioeconomic planning area has a much higher institutionalized population of 26.4 percent because of the Los

Angeles County Men’s Central Jail and Twin Towers Correctional Facility, which house close to 5,000 inmates, and the Federal Bureau of Prisons Metropolitan Detention Center.

As summarized in Table 5-8, the socioeconomic planning area contains relatively high percentages of limited English-speaking households, which is identified as households in which no member speaks English as their primary language and who have limited ability to read, write, speak, or understand English. The socioeconomic planning area has notably higher percentage of Asian and Pacific Islander language households when compared with the city.

5.3.3 Housing Characteristics

Table 5-9 summarizes the housing characteristics for the County of Los Angeles, City of Los Angeles, and socioeconomic planning area.

As summarized in Table 5-9, approximately 94.2 percent of the total housing units within the City of Los Angeles were occupied, and the remaining 5.8 percent were vacant. Approximately 10.2 percent of the housing units in the socioeconomic planning area are vacant.

Table 5-9. Existing Occupancy Characteristics						
Geographic Area	Total Housing Units				Type of Occupancy ^a	
	Occupied		Vacant		Owner (%)	Renter (%)
	Units	%	Units	%		
County of Los Angeles	3,420,628	95.2	171,353	4.8	45.6	54.4
City of Los Angeles	1,410,260	94.2	86,193	5.8	35.9	64.1
Socioeconomic planning area	6,931	89.8	791	10.2	12.1	87.9

Source: U.S. Census Bureau 2021

Note:

^a Percentages do not add up to 100 percent because not all respondents identified whether they owned or rented.

Based on the data collected, 87.9 percent of the population in the socioeconomic planning area rent rather than own their housing unit. Table 5-10 provides a summary of housing types, and Table 5-11 provides data on median home values and rents for residential housing in the County of Los Angeles, the City of Los Angeles, and the socioeconomic planning area.

Geographic Area	Total Housing Units	Single-Family Units (%)	Multifamily Units (%)	Mobile Homes (%)
County of Los Angeles	3,342,811	55.6	42.7	1.7
City of Los Angeles	1,384,851	44.0	55.3	0.7
Socioeconomic planning area	6,628	8.1	91.8	0.1

Source: U.S. Census Bureau 2021

As summarized in Table 5-10, the socioeconomic planning area is predominantly multifamily residential housing when compared with the County and City of Los Angeles.

Census data summarized in Table 5-11 indicate that median monthly rents within the socioeconomic planning area are low relative to median monthly rents in the City of Los Angeles and County of Los Angeles. The low median monthly rents can be attributed to the William Mead Homes and other subsidized apartment complexes and public housing in the area. The monthly rent at William Mead Homes is calculated annually to be no more than 30 percent of the household’s income (Housing Authority of the City of Los Angeles 2023). According to the Los Angeles County Housing Resource Center, there are several low-income apartment buildings in the socioeconomic planning area (Los Angeles County Housing Resource Center 2023). The Metro at Chinatown Senior Lofts provide affordable, independent living spaces that are handicap-accessible for residents 55 and older.

Other low-income apartment buildings include Yale Terrace Apartments (716 Yale Street), Bartlett Hill Manor Apartments (625 Bunker Hill Avenue), Hillside Villa Apartments (636 Hill Place), Victor Clothing (242 Broadway), Blossom Plaza (900 Broadway), Casanova Gardens (433 Casanova Street), Cesar Chavez Gardens (555 Cesar Chavez Avenue), Castellar Apartments (625 Hill Street), San Pedro Firm Building (112 Judge John Aiso Street), and Far East Building (349 1st Street).

Geographic Area	Median Home Value (\$)	Median Monthly Rent (\$)
County of Los Angeles	647,000	1,653
City of Los Angeles	705,900	1,641
Socioeconomic planning area	720,250	1,848

Source: U.S. Census Bureau 2021

Newer market-rate apartment/multifamily has recently been constructed in the socioeconomic planning area. The newer apartment complexes include the Mozaic Apartments and One Santa

Fe Apartments. Monthly rents in these types of apartments at the Mozaic Apartments range from \$2,130 for a one-bedroom studio apartment to \$2,712 for a two-bedroom studio (Equity Apartments 2023). Monthly rents at the One Santa Fe Apartments range from \$2,016 for a studio to \$5,127 for a two-bedroom apartment.

Table 5-12 provides a summary of housing tenure characteristics for the County of Los Angeles, City of Los Angeles, and socioeconomic planning area. Based on the information contained in this table, the majority of the residential population within the socioeconomic planning area moved into their current residence prior to 1979.

Table 5-12. Housing Tenure Characteristics						
Geographic Area	Year Householder Moved Into Unit (%)					
	1979 or earlier	1980 to 1989	1990 to 1999	2000 to 2009	2010 to 2019	2020 or later
County of Los Angeles	72.7	11.8	6.5	5.4	3.5	0.1
City of Los Angeles	72.9	10.6	6	5.5	4.8	0.1
Socioeconomic planning area	40.6	9.8	5.3	15.1	28.6	0.6

Source: U.S. Census Bureau 2021

Employment Characteristics

Table 5-13 provides a summary of employment status among the residents in the County of Los Angeles, City of Los Angeles, and socioeconomic planning area. Employment status indicates the number of people in the armed forces and civilian labor force, whether employed or unemployed, and the number of people not in the labor force, including retirees, incarcerated individuals, or those who choose not to work.

As summarized in Table 5-13, 64.9 percent of the population in the County of Los Angeles is in the labor force, relatively consistent with the City of Los Angeles, which reports 66.7 percent of the population in the labor force. Employment status data for the socioeconomic planning area reflects a much lower percentage of the population not in the labor force, with 40.2 percent of the population either working or actively seeking work. This disparity can be attributed to the presence of a large penal population contained within the Los Angeles County Men’s Central Jail and Twin Towers Correctional Facility in Census Tract 2060.20. With the exclusion of Census Tract 2060.20, 71.8 percent of the population in the socioeconomic planning area is in the labor force, which is only slightly above the County and City of Los Angeles.

Table 5-13. Employment Status

Geographic Area	Population (Age 16 and Over)	In Labor Force (%)	Not in Labor Force (%)
County of Los Angeles	8,101,041	64.9	35.1
City of Los Angeles	3,199,202	66.7	33.3
Socioeconomic planning area	22,793	40.2	59.8
Socioeconomic planning area, excluding Census Tract 2060.20	12,185	71.8	28.2

Source: U.S. Census Bureau 2021

Employment by industry is shown in Table 5-14. In 2021, the industry sectors with the highest levels of employment in the City of Los Angeles were in the professional and technical, educational, health care and social assistance, and the arts, lodging, and food services categories.

In 2021, the industry sectors with the highest level of employment in the socioeconomic planning area were also in the in the professional and technical, educational, health care and social assistance, and the arts, lodging, and food services categories.

Table 5-14. Employment by Industry

Geographic Area	Population (Age 16 and Over)	Agriculture, Forestry, Fishing, Mining (%)	Construction (%)	Manufacturing (%)	Wholesale Trade (%)	Retail Trade (%)	Transportation and Utilities (%)	Information (%)	Finance, Insurance, and Real Estate (%)	Professional and Technical (%)	Educational, Health Care and Social Assistance (%)	Arts, Lodging and Food Services (%)	Other Services, Except Public Administration (%)	Public Administration (%)
County of Los Angeles	4,885,032	0.5	6.2	8.9	3.2	10	6.4	4.4	6	13.3	21.3	10.7	5.6	3.6
City of Los Angeles	3,199,202	0.4	6.4	7.3	2.6	9.7	5.1	6.3	6	14.9	20	12.3	6.3	2.6
Socioeconomic planning area	22,793	0.0	1.5	2.9	0.9	1.7	1.2	2.6	2.8	6.0	6.9	6.4	1.9	0.9

Source: U.S. Census Bureau 2021

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5.3.4 Community Cohesion Characteristics

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

- Long average residency tenures
- Households of two or more people
- Other social factors, such as higher proportions of homeownership versus rentals and single-family homes versus higher-density housing
- Shared interests (ethnic homogeneity, religious homogeneity, income strata)
- Substantial community activity
- Stay-at-home parents
- Higher proportions of seniors
- Pedestrian and handicap facilities
- Community facilities

Table 5-15 provides a summary of community cohesion indicators in each of the six census tracts in the socioeconomic planning area.

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Table 5-15. Summary of Community Cohesion Factors within the Socioeconomic Planning Area Census Tracts

Geographic Area	Long Average Residency Tenures	Households of Two or More People	Home Ownership Versus Rental	Single-Family Homes Versus Higher Density Housing	Ethnic Homogeneity	Higher Percentage of Seniors
Census Tract 2060.10 (Segment 1: Throat Segment; Northern Industrial District/Chinatown)	Moderate – 8.6% population moved in less than 5 years ago; 29% population moved in between 5 and 10 years ago	Moderate – 62.1% population are households of two or more	Low – 93.2% population rents	Low – 82.2% multifamily housing	Moderate – 54.8% Hispanic or Latino	Moderate – 16.9% of population
Census Tract 2060.20 (Segment 2: Concourse Segment; Northern Industrial District)	Low – 32.4% population moved in less than 5 years ago; 58% population moved in between 5 and 10 years ago	Moderate – 70.6% population are households of two or more	Low – 100% population rents	Low – 98.2% multifamily housing	Moderate – 41.7% Hispanic or Latino;	Low – 2.0% of population
Census Tract 2060.51 (Segment 3: Run-Through Segment; Arts District/ Southern Industrial District)	Moderate – 12.4% population moved in less than 5 years ago; 39.9% population moved in between 5 and 10 years ago	Moderate – 41.21% population are households of two or more	Moderate – 56% population rents	Low – 87.2% multifamily housing	Low – 26.6% Hispanic or Latino;	Low – 7.2% of population

Table 5-15. Summary of Community Cohesion Factors within the Socioeconomic Planning Area Census Tracts

Geographic Area	Long Average Residency Tenures	Households of Two or More People	Home Ownership Versus Rental	Single-Family Homes Versus Higher Density Housing	Ethnic Homogeneity	Higher Percentage of Seniors
Census Tract 2060.52 (Segment 3: Run-Through Segment; Arts District/ Southern Industrial District)	Low – 36.3% population moved in less than 5 years ago; 44.8% population moved in between 5 and 10 years ago	Moderate – 52.3% population are households of two or more	Low – 94.3% population rents	Low – 98.8% multifamily housing	Moderate – 42.3% Asian	Low – 3.3% of population
Census Tract 2071.02 (Segment 2: Concourse Segment; El Pueblo District)	Moderate, 5.8% population moved in less than 5 years ago; 40.5% population moved in between 5 and 10 years ago	Moderate – 55.5% population are households of two or more	Low – 97.1% population rents	Low – 96.7% multifamily housing	Moderate – 57% Asian	Moderate – 21.7% of population

Table 5-15. Summary of Community Cohesion Factors within the Socioeconomic Planning Area Census Tracts

Geographic Area	Long Average Residency Tenures	Households of Two or More People	Home Ownership Versus Rental	Single-Family Homes Versus Higher Density Housing	Ethnic Homogeneity	Higher Percentage of Seniors
Census Tract 2071.03 (Segment 2: Concourse Segment; Chinatown)	Moderate – 12.0% population moved in less than 5 years ago; 18.3% population moved in between 5 and 10 years ago	Moderate – 64.7% population are households of two or more	Low – 97.8% population rents	Low – 91% multifamily housing	High – 78% Asian	Moderate – 26.1% of population

Source: U.S. Census Bureau 2020, 2021

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Based on U.S. Census data, there are indicators of moderate community cohesion present within Census Tract 2060.10 in Segment 1 (moderate percentage of the population that has a household of two or more people, high ethnic homogeneity, and a higher percentage of senior citizens). However, during field surveys conducted in April 2016 and multiple outreach activities conducted with elected officials and residents of the community, community cohesion in this area was determined to be high, primarily due to the presence of children observed in open areas of William Mead Homes, the number of low-rise residential units located near community facilities, and the presence and involvement of community members within the William Mead Homes complex.

Indicators of community cohesion in Segment 2 (Census Tracts 2060.20, 2071.02, and 2071.03) and Segment 3 (Census 2060.51 and 2060.52) reflect moderate community cohesion (moderate percentage of residency tenures greater than 5 years, high ethnic homogeneity, and moderate percentage of senior citizens).

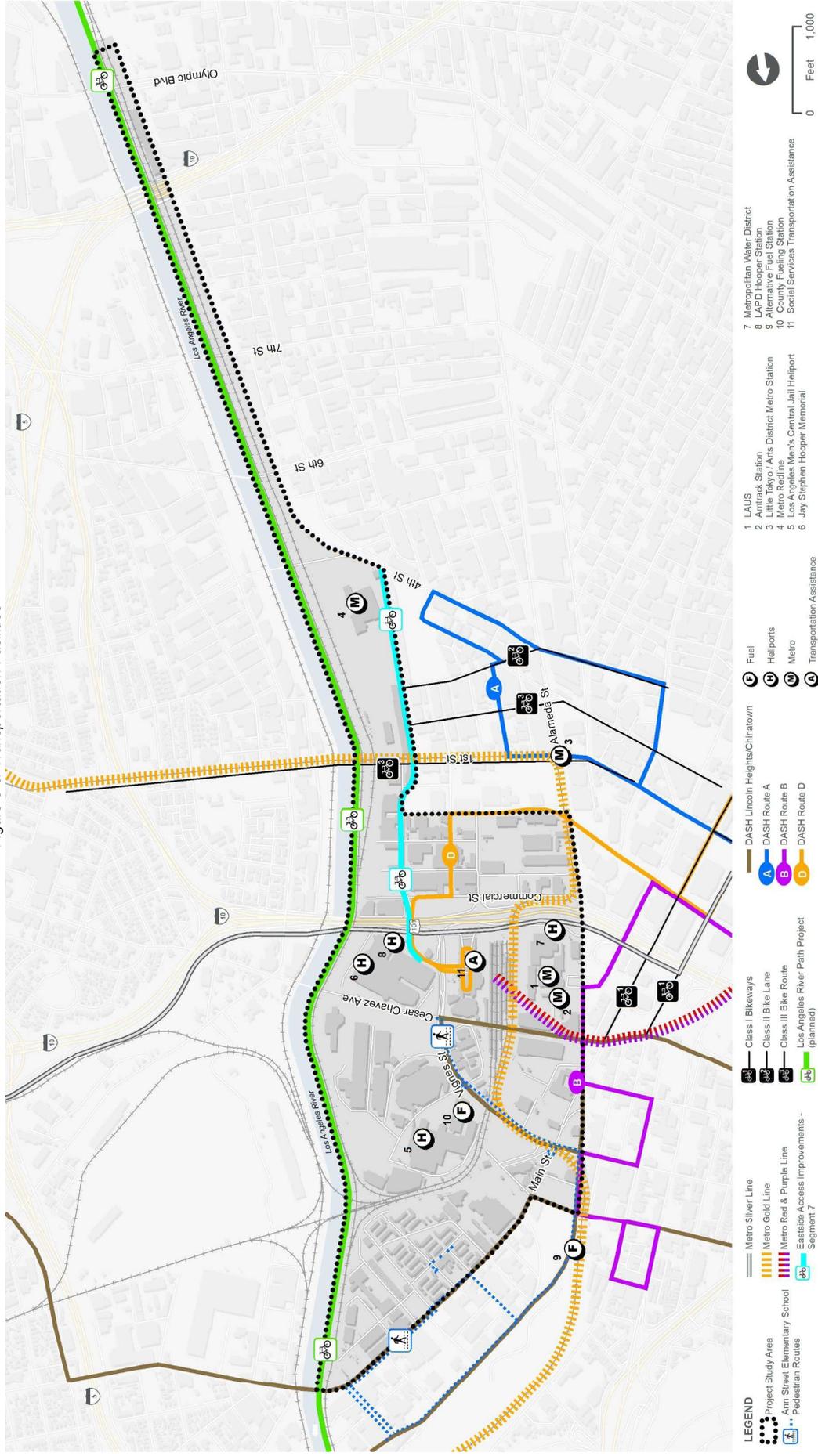
5.3.5 Transportation, Access, Circulation, and Parking

Circulation and access in a community is important to community character and cohesion. This section discusses the existing infrastructure within the socioeconomic planning area, specifically transportation facilities. This section focuses on transportation facilities that are within the Project study area, consistent with the analysis completed in the *Link US Traffic Impact Assessment* (Metro 2025e). Transportation facilities include highways and local roadways, rail and transit services, parking facilities, and bicycle and pedestrian facilities, as depicted on Figure 5-6.

The Project study area has a very dense street network ranging from major highways to local city streets. The primary roadways and transportation facilities in the Project study area are summarized in Table 5-16 and Table 5-17 and discussed in detail in the *Link US Traffic Impact Assessment* (Metro 2025e). As part of the street network, there are certain roadways identified as emergency/disaster routes within the Project study area. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas to save lives, protect property, and minimize effects on the environment. As depicted on Figure 5-7, emergency/disaster routes in the Project study area include Cesar Chavez Avenue, Alameda Street, and 4th Street (County of Los Angeles Department of Public Works 2008). In addition, US-101 and Interstate 10 are designated as freeway disaster routes.

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Figure 5-6. Transportation Facilities



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Table 5-16. Transportation Facilities

Transportation Facility Name	Transportation Facility Description
Public transit station/facilities	
LAUS	LAUS is the hub of the City of Los Angeles’s Metro rapid transit system and also includes stops and connections for bus routes operated by other municipal carriers, as well as Amtrak and Metrolink rail routes.
Amtrak Station	The Amtrak Station is located at LAUS and is a destination on Amtrak’s Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited, and Texas Eagle routes.
Metro Little Tokyo/Arts District Station	The Metro Little Tokyo/Arts District Station is an at-grade light rail station served by the Metro Gold Line. The station is located at the intersection of 1st Street and Alameda Street on the edge of Little Tokyo and the Arts District in Downtown Los Angeles.
Metrolink	Several Metrolink lines connect with Metro at LAUS, including the Antelope Valley Line to Lancaster, the Riverside Line to Riverside, the Orange County Line to Oceanside, the San Bernardino Line to San Bernardino, the Ventura County Line to East Ventura, and the 91 Line to Riverside by way of Fullerton.
Metro Red Line	The Metro Red Line is a heavy rail subway line that provides service between LAUS and Wilshire/Vermont in the City of Los Angeles’s Mid-Wilshire/Koreatown District. LAUS is the line’s eastern terminus. The Metro Red Line is a heavy rail subway line that has its eastern terminus at LAUS. The Metro Red Line uses two tracks approximately 40 feet beneath the existing pedestrian passageway floor.
Metro Purple Line	The Metro Purple Line is a heavy rail subway line provides service between LAUS and Wilshire/Western (approximately 1 additional mile past the terminus of the Red Line). LAUS is the line’s eastern terminus. The Metro Purple Line uses two tracks approximately 40 feet beneath the existing pedestrian passageway floor.
Metro Gold Line	The Metro Gold Line is a light-rail line that passes through LAUS as it travels between east Los Angeles and the City of Azusa. The throat segment includes the existing Gold Line Viaduct that extends north of LAUS toward the Chinatown Station.
Metro Bus Rapid Transit Silver Line	The Metro Bus Rapid Transit Silver Line (San Pedro to El Monte) runs through the Project study area and includes a stop at LAUS.
Downtown Area Short Hop Bus Routes	Downtown Area Short Hop, managed by LADOT, operates several bus routes that run through Downtown Los Angeles. Downtown Area Short Hop Downtown Route A (Little Tokyo to City West), Downtown Route D (LAUS to South Park), and Lincoln Heights/Chinatown operates within the Project study area.
Nonmotorized transportation facilities	
Class I Bicycle Path	A Class I bicycle path is identified by the 2010 Bicycle Plan as an exclusive car-free facility that is typically not located within a roadway area. There are no Class I bicycle paths identified within the Project study area. However, within the socioeconomic planning area, there are Class I bicycle paths along Main Street and Spring Street.
Class II Bicycle Path	A Class II bicycle path is identified by the 2010 Bicycle Plan as a striped lane separating vehicle lanes from bicycle lanes. There are no Class II bicycle paths identified within the Project study area. However, within the socioeconomic planning area, there is one Class II bicycle path located along 3rd Street.

Table 5-16. Transportation Facilities

Transportation Facility Name	Transportation Facility Description
Class III Bicycle Path	A Class III bicycle path is identified by the 2010 Bicycle Plan as in-road bikeways where bicycles and motor vehicles share the roadway. There are no Class III bicycle paths identified within the Project study area. However, within the socioeconomic planning area, there are Class III bicycle routes along 1st Street and 2nd Street.
Los Angeles River Path Project	The Los Angeles River Bike Path Gap Closure Project is a planned extension of existing segments of the 32-mile greenway along the Los Angeles River. As identified in the <i>Los Angeles River Revitalization Master Plan</i> , the greenway would include bicycle and pedestrian paths. These paths would be adjacent to the Project study area.
Ann Street Elementary School Pedestrian Route	LADOT has developed recommended pedestrian routes to schools in the Los Angeles Unified School District. Portions of the Ann Street Elementary School Pedestrian Route are located within the northern portion of Project study area.
Transportation assistance	
Social Services, Transportation Assistance	This transit information assistance office is located at Patsaouras Transit Plaza on the east side of LAUS.

Notes:

LADOT=Los Angeles Department of Transportation; LAUS=Los Angeles Union Station; Metro=Los Angeles County Metropolitan Transportation Authority

Table 5-17. Major Roadway Facilities in the Project Study Area

Roadway Name	Roadway Description
Main Street	Main Street runs northeast to southwest along the northern boundary of the Project study area and is classified as a Secondary Highway (City of Los Angeles, Department of City Planning 2002).
Ann Street	Ann Street runs northwest to southeast in the northern portion of the Project study area, adjacent to and west of Ann Street Elementary School.
Bolero Lane	Bolero Lane runs east to west in the northern portion of the Project study area, adjacent to and south of William Mead Homes.
Cesar Chavez Avenue	Cesar Chavez Avenue runs east to west adjacent to and north of LAUS and is classified as a Major Highway-Class II.
Alameda Street	Alameda Street runs north to south along the western boundary of the Project study area, separating LAUS to the east and El Pueblo de Los Angeles Historical Monument to the west, and is classified as a Major Highway-Class II.
Vignes Street	Vignes Street runs north to south adjacent to and east of LAUS and is classified as a Major Highway-Class II.

Table 5-17. Major Roadway Facilities in the Project Study Area

Roadway Name	Roadway Description
El Monte Busway	The El Monte Busway is a high-occupancy vehicle lane running east to west adjacent to and south of LAUS.
US-101	US-101 runs east to west adjacent to and south of LAUS, classified as a Freeway, and is part of the 2009 Los Angeles County Congestion Management Plan Highway and Roadway Network.
Center Street	Center Street runs north to south extending from Vignes Street to 1st Street and is classified as a Major Highway-Class II.
Temple Street	Temple Street runs east to west approximately 0.25 mile south of LAUS and is classified as a Secondary Highway.
Commercial Street, Ducommun Street, Jackson Street, and Banning Street	Commercial Street, Ducommun Street, Jackson Street, and Banning Street run east to west, south of US-101 and north of 1st Street.
Garey Street	Garey Street runs north to south between Commercial Street and Temple Street.
1st Street and 4th Street	1st Street runs east to west, and 4th Street runs northwest to southeast in the southern portion of the Project study area. Both are classified as Major Highways-Class II.
6th Street and 7th Street	6th Street and 7th Street run east to west in the southern portion of the Project study area and are classified as Secondary Highways.
Interstate 10	Interstate 10 runs east to west in the southern portion of the Project study area, is classified as a Freeway, and is part of the 2009 Los Angeles County Congestion Management Program Highway and Roadway Network (Metro 2010a).
Olympic Boulevard	Olympic Boulevard runs east to west in the southern portion of the Project study area and is classified as a Major Highway-Class II.

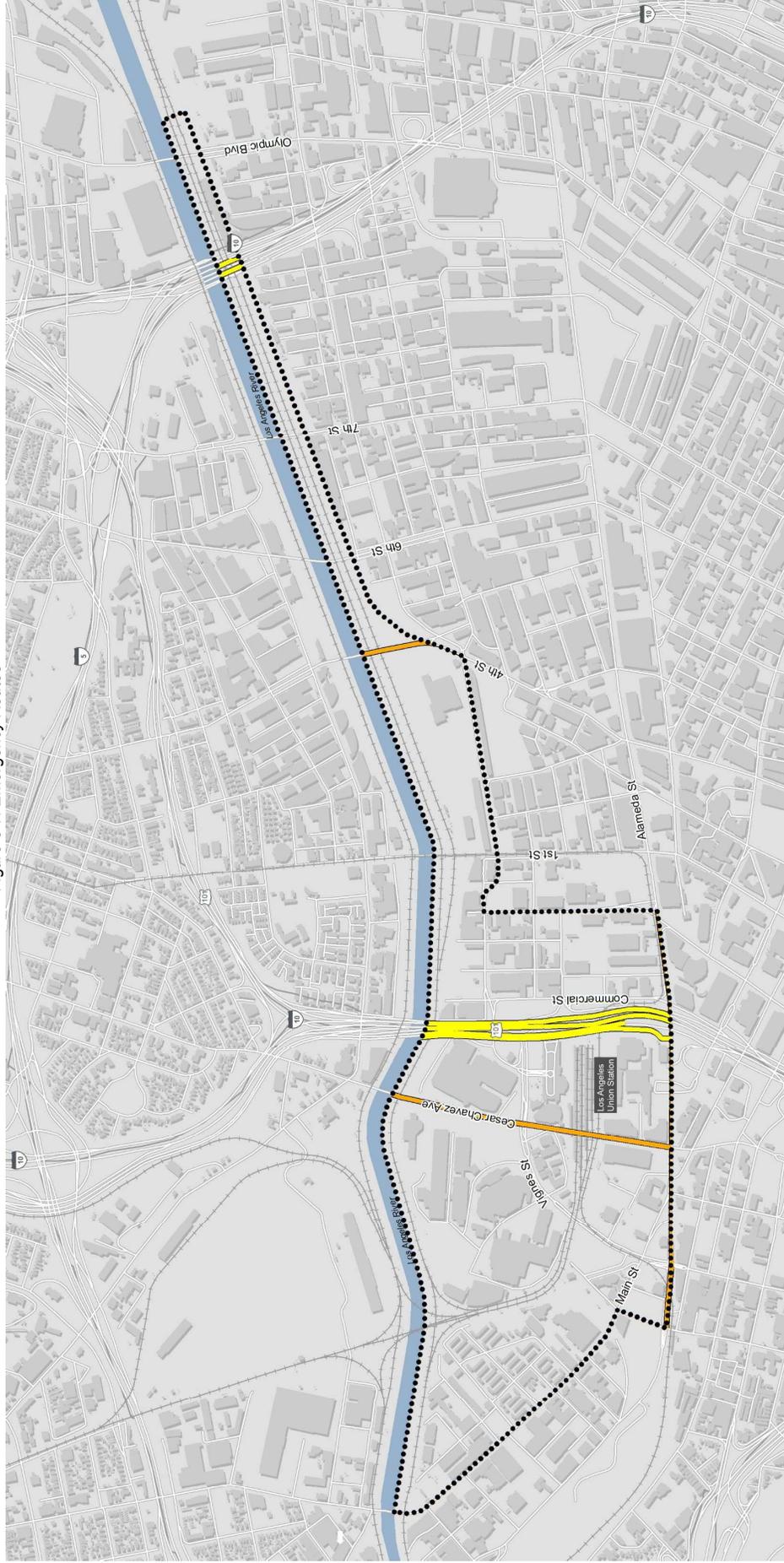
Source: City of Los Angeles, Department of City Planning 2002; LADOT 2012; Metro 2010a

Notes:

LADOT=Los Angeles Department of Transportation, LAUS=Los Angeles Union Station, Metro=Los Angeles County Metropolitan Transportation Authority; US-101=United States Highway 101

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Figure 5-7. Emergency Routes



LEGEND
Project Study Area
Freeway Disaster Route
Disaster Route

0 Feet 1,000

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Table 5-18 provides information on means of transportation to work for populations at the county, city, and local level.

Geographic Area	Vehicular (%)	Public Transit (%)	Bicycle (%)	Walk (%)	Other Means (%)	Worked at Home (%)
County of Los Angeles	79.3	4.9	0.6	2.4	1.8	10.9
City of Los Angeles	74.1	7.7	0.7	3.2	1.9	12.4
Socioeconomic planning area	63.3	9.7	1.5	7.2	1.0	17.0

Source: U.S. Census Bureau 2021

As summarized in Table 5-18, the main means of transportation for the majority of workers in the socioeconomic planning area is vehicular (e.g., car, truck, or van), similar to that identified for the City of Los Angeles. While the majority of workers commute via vehicular means within the socioeconomic planning area, other means of transportation, such as public transit and nonmotorized transportation (e.g., bicycling and walking), make up a greater percentage when compared with the City of Los Angeles. The number of individuals who commute by transit in the socioeconomic planning area are double that of the county and nearly triple that of the city. Increased transit use in the socioeconomic planning area is likely due to a number of factors, including proximity to high-frequency transit, choices to live in transit-oriented development areas, income levels, competitive and pricing of transit when compared with value of time spent in traffic, and cost of parking in major employment centers like Downtown Los Angeles.

The socioeconomic planning area also has a relatively high percentage of workers that work from home (17 percent) compared with the County and City of Los Angeles, which are both were 10.9 and 12.4, respectively.

As summarized in Table 5-19, most of the commuters in the socioeconomic planning area have a commute time of 30 minutes or less.

Geographic Area	Total Commuter Population	Commuter Time				
		0–14 Minutes (%)	15–29 Minutes (%)	30–44 Minutes (%)	45–59 Minutes (%)	More than 60 Minutes (%)
County of Los Angeles	4,234,400	16.9	32.8	25.8	10.4	14.1
City of Los Angeles	1,674,209	15.2	32.1	28.6	10.5	13.7

Table 5-19. Commuter Time Characteristics

Geographic Area	Total Commuter Population	Commute Time				
		0–14 Minutes (%)	15–29 Minutes (%)	30–44 Minutes (%)	45–59 Minutes (%)	More than 60 Minutes (%)
Socioeconomic planning area	6649	15.1	35.6	22.3	14.1	13.0

Source: U.S. Census Bureau 2021

LAUS is the central hub for regional transportation in Los Angeles and throughout Southern California, providing direct linkages for travelers who may live outside of the Project study area to take public transit to access LAUS via Metro bus and rail systems, Metrolink commuter trains, and Amtrak intercity and long-distance trains.

Identifying transit-dependent populations is an important tool for determining where new transit services should be provided or how existing systems can be modified to better serve the populations in need. Currently, there are no clear guidelines on how to calculate a single value that represents those that are transit dependent. Groups often considered transit dependent include the elderly, the young, low-income individuals, and households without vehicles available. The census provides data on groups that may be considered transit dependent, but often these groups overlap. While presenting this information independently is useful, it is advantageous to have a composite value that describes where transit-dependent populations live. Rather than focus on why individuals are transit dependent, a more basic method is to determine where there is a limitation of vehicles available.

Areas that have the largest disparity between drivers and vehicles available are more likely to be transit dependent than areas that have nearly a one-to-one ratio between drivers and vehicles available. For those areas that do have a large disparity between drivers and vehicles available, there may be multiple reasons why this disparity exists. It could be due to age, income, mobility, or a combination of factors. The results, however, provide a more simplified way to determine where transit is most needed regardless of the individual’s constraints.

The analysis conducted for transit-dependent populations is considered best for commuter rail or express bus planning since it focuses on the workforce population. For light rail and local bus planning, the inclusion of children that are dependent enough to use transit (age 12 to 15) and non-institutional group quarters populations has been considered. Table 5-20 provides a summary of transit-dependent populations within the County and City of Los Angeles and the socioeconomic planning area.

Table 5-20. Transit-Dependent Population (16 Years and Older within a Household)

Geographic Area	Population (Age 16 and Over)	Persons in Group Quarters ^a	Household Drivers ^b	Autos Available	Transit-Dependent Population ^c (%)
County of Los Angeles	4,725,095	145,238	4,579,857	3,055,004	32.3%
City of Los Angeles	1,894,595	112,796	1,781,799	1,223,160	29.5%
Socioeconomic planning area	7,957	1,242	6,715	5,080	20.5%

Source: U.S. Census Bureau 2021

Notes:

^a Group quarters are places where people live or stay in a group living arrangement within a home or facility owned or managed by a third party that provides residents with housing and/or services.

^b Household drivers=population age 16 and over minus persons in group quarters, excludes those incarcerated

^c Transit-dependent population percentage = (household drivers minus autos available)/population (age 16 and over)

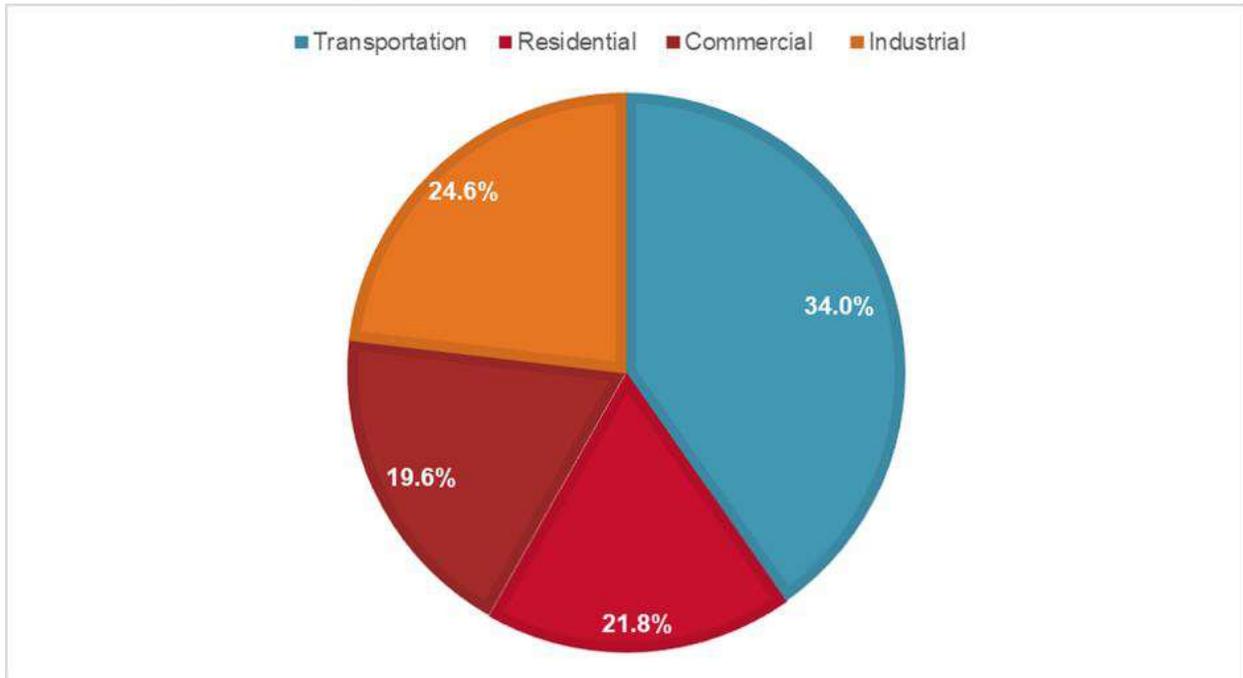
As summarized in Table 5-20, the socioeconomic planning area has a lower percentage of transit-dependent populations (20.5), when compared with the City of Los Angeles’s transit-dependent population of 29.5 percent and controlled for the high number of incarcerated individuals at the Twin Towers Correctional Facility.

5.4 Utilities and Communication Providers

5.4.1 Energy

According to the Energy Information Administration (EIA), California, although one of the largest states, has one of the lowest per capita total energy consumption levels in the country (EIA 2022). California’s transportation sector energy consumption totaled approximately 2,355 trillion British thermal units (btu) in 2020, while residential sector, commercial sector, and industrial sector consumption totaled approximately 1,508 trillion btu, 1,701 trillion btu, and 1,358 trillion btu, respectively (EIA 2021). The relative proportion of energy consumption by sector is shown on Figure 5-8.

Figure 5-8 Energy Consumption in California by End-Use Sector in 2020



Source: EIA 2021

California’s electricity is generated from a variety of sources, including natural gas, nuclear power, hydroelectric power, wind energy, solar, and coal. Table 5-21 shows California’s net electricity generation by energy source for 2021 (California Energy Commission [CEC] 2022a).

Table 5-21. California’s Electricity Generation by Energy Source (gigawatt hours)

Energy Source	2021
Hydroelectric	14,566
Nuclear	16,477
In-state coal	303
Oil	39
Natural gas	97,350
Geothermal	11,116
Biomass	5,439
Wind	14,216
Solar photovoltaic	31,614

Table 5-21. California’s Electricity Generation by Energy Source (gigawatt hours)

Energy Source	2021
Solar thermal	2,065
Petroleum coke	204
Waste heat	178
Coal imports	193,569
Other imports	83,636
Total	277,205

Source: CEC 2022

Although transportation constitutes roughly 37.8 percent of California’s total energy consumption, passenger rail as a mode of transportation consumes significantly less energy than single-user vehicles under existing conditions (EIA 2021).

Metro utilizes energy from electricity, natural gas, diesel, and gasoline. According to the *2019 Metro Energy and Resource Report*, rail propulsion utilizes a comparatively small proportion of Metro’s total energy consumption. In 2018, rail propulsion utilized 6.4 megajoules of energy per revenue mile and facilities utilized 3.9 megajoules of energy per revenue, whereas vehicle fuel for Metro’s fleet utilized approximately 41.9 megajoules of energy per revenue mile (Metro 2019b).

Natural Gas

Southern California Gas Company natural gas services to the broader socioeconomic planning area. Natural gas comprised approximately 35 percent of California’s total electricity generation in 2021, respectively (CEC 2022). Major gas distribution infrastructure within the Project study area is shown in Table 5-22.

Table 5-22. Natural Gas Infrastructure Within the Project Study Area

Owner/Operator	Pipeline Size	Location
Segment 1: Throat Segment		
Southern California Gas Company	Unknown	Leroy Street
Southern California Gas Company	¼-inch	Leroy Street, leading underneath existing railroad ROW
Segment 2: Concourse Segment		
Southern California Gas Company	Unknown	Located within the south access road, north of US-101
Segment 3: Run-Through Segment		
Southern California Gas Company	Unknown	Commercial Street
Southern California Gas Company	8-inch	Commercial Street
Southern California Gas Company	6-inch	Commercial Street
Southern California Gas Company	4-inch	Garey Street
Southern California Gas Company	2-inch	Center Street
Southern California Gas Company	2-inch	Aliso Street
Southern California Gas Company	8-inch	Underground between Commercial Street and Aliso Street
Southern California Gas Company	8-inch	Center Street
Southern California Gas Company	4-inch	Center Street
Southern California Gas Company	4-inch	Center Street
Southern California Gas Company	Unknown	Center Street
Southern California Gas Company	Unknown	Center Street
Southern California Gas Company	Unknown	Center Street
Southern California Gas Company	2-inch	Center Street
Southern California Gas Company	8-inch	East Temple Street
Southern California Gas Company	20-inch	East Temple Street
Southern California Gas Company	30-inch	Jackson Street

Table 5-22. Natural Gas Infrastructure Within the Project Study Area

Owner/Operator	Pipeline Size	Location
Southern California Gas Company	Unknown	Jackson Street
Southern California Gas Company	Unknown	Ducommun Street
Southern California Gas Company	12-inch	Parallel and west of the existing track segment between US-101 and 1st Street

Source: HDR 2020

Notes:

Abandoned utilities are not included.

ROW=right-of-way; US-101=United States Highway 101

Electricity

The Los Angeles Department of Water and Power (LADWP) provides electrical power to the city’s 1.4 million residents. LADWP operates 19 generation plants, 6,800 miles of overhead distribution lines, 3,597 miles of underground distribution lines, and has an electric capacity of over 7,460 megawatts from a diverse mix of energy sources (LADWP 2013). Major electrical power infrastructure through the Project study area includes 66-kilovolt overhead power lines along Vignes Street, Cesar Chavez Avenue, Lyon Street, and Commercial Street within the Project footprint, and a 230-kilovolt overhead power line runs along the west bank of the Los Angeles River.

According to the CEC, LADWP’s total electricity consumption in 2021-2022 totaled more than 21,130 gigawatt-hours (CEC 2023). Based on demand models for LADWP, railroad transportation’s total energy demand within the LADWP’s planning area shows incremental growth through 2030, as shown in Table 5-23.

Table 5-23. Railroad Transportation’s Energy Demand Forecast for the Los Angeles Department of Water and Power’s Service Area

Year	Total Energy Demand (gigawatt hours)	Percentage Growth from Previous Year
2016	19.99	—
2017	19.39	(3.00)
2018	17.90	(7.70)
2019	19.63	9.70
2020	19.71	0.40

Table 5-23. Railroad Transportation’s Energy Demand Forecast for the Los Angeles Department of Water and Power’s Service Area

Year	Total Energy Demand (gigawatt hours)	Percentage Growth from Previous Year
2021	19.78	0.36
2022	19.85	0.35
2023	19.92	0.35
2024	19.99	0.35
2025	20.05	0.30
2026	20.12	0.35
2027	20.18	0.30
2028	20.24	0.30
2029	20.30	0.30
2030	20.35	0.25
Total growth 2016 through 2030	—	2.61

Source: CEC 2020b

As shown in Table 5-23, despite a small surge in the railroad transportation sector’s electricity demand from 2018 to 2019 (approximately 9.70 percent growth), it is anticipated that railroad electricity demand within the LADWP planning area will increase incrementally and consistently through 2030.

Electric power infrastructure in the Project study area includes numerous underground and overhead power lines that are owned and operated by the LADWP.

Oil

As discussed in the *Link US Hazardous Waste Impacts Technical Memorandum*, the City of Los Angeles has active oil and gas fields throughout the area (Metro 2025f). The Project study area has a historical land use associated with gas manufacturing and oil production in the early 1900s. Given the historical land uses in the area, there is a high potential to encounter abandoned gas and/or oil lines. Three abandoned or inactive oil or gas wells are located within the Project study area. Two oil fields are in the vicinity of the Project study area. The Union Station Oil Field is located south of US-101, and the Los Angeles Oil Field is located approximately 0.5 mile northwest of the Project study area. Naturally occurring oil seeps were documented at various

locations throughout the vicinity of the Project study area (Metro 2025f). There is one oil line within the LAUS campus at the rear parking lot.

5.4.2 Water

Within the Project study area, 18 water lines have been identified. Water service for LAUS and the Project study area is provided by LADWP. LADWP’s service area covers 472 square miles and serves a total of 4 million residents, including 731,000 active service connections (LADWP 2019). LADWP infrastructure includes 117 tanks and reservoirs, 84 pump stations, 9 ammonization stations, 22 chlorination stations, 331 regular and relief stations, 111 system pressure zones, and 7,326 miles of distribution main pipelines. Potable water reservoirs located in Mono Basin and Owens Valley Basins have a storage capacity of 311,000 acre-feet (AF) (LADWP 2019). Owens Valley Basins have a storage capacity of 311,000 AF. The San Fernando (storage capacity of 550,000 AF), Central (storage capacity of 330,000 AF), and West Coast (storage capacity of 120,000 AF) groundwater basins have a combined available storage capacity of approximately one million AF (LADWP 2020).

LADWP’s water supplies totaled 497,386 AF, with 48 percent being delivered from the Los Angeles Aqueduct, 9 percent from local groundwater, 41 percent from the Metropolitan Water District (MWD), and 2 percent from recycled water over a 5-year average, encompassing fiscal years 2016 through 2020 (LADWP 2020). LADWP’s total supplies are projected to increase from 497,386 AF in 2020 to an average year condition of 710,500 in 2035 and 710,500 AF in 204445 (LADWP 2020). LADWP’s Operation NEXT Water Supply Program aims to increase supply through recycled water projects in conjunction with conservation and stormwater measures brought on by the historic drought as well as water coming from MWD, Los Angeles Aqueduct, and local groundwater.

LADWP provides 4 million City of Los Angeles residents with approximately 159 billion gallons (487,040 AF) of water annually. The average per capita residential, commercial, and industrial usage of water is 112 gallons per day (LADWP 2019). LADWP has an adopted *Urban Water Management Plan* (LADWP 2020), which outlines existing and forecast water demand and supply with provisions to maintain adequate water supplies in normal conditions, single-dry-year conditions, and multiple-dry-year conditions through the 2045 planning horizon.

Water utility infrastructure in the Project study area is described in Table 5-24.

Table 5-24. Known Water Infrastructure within the Study Area

Owner/Operator	Size	Type	Location ^a
Throat Segment			
LADWP	4-inch	Cast Iron	Leroy Street
LADWP	6-inch	Cast Iron	Elmyra Street

Table 5-24. Known Water Infrastructure within the Study Area

Owner/Operator	Size	Type	Location ^a
LADWP	8-inch	Cast Iron	Bloom Street
LADWP	8-inch	Cast Iron	E. College Street
Concourse Segment			
LADWP	2-inch	Unknown	Platform area ^b
LADWP	20-inch	Unknown	Located within the south access road, north of the US-101
Run-Through Segment			
LADWP	16-inch	Unknown	North Garey Street
LADWP	8-inch	Unknown	Old Center Street
LADWP	Unknown	Unknown	Old Center Street
LADWP	8-inch	Unknown	Aliso Street
LADWP	Unknown	Unknown	Aliso Street
LADWP	12-inch	Unknown	Center Street
LADWP	Unknown	Unknown	East Commercial Street
LADWP	12-inch	Unknown	East Commercial Street
LADWP	4-inch	Unknown	Jackson Street
Private	8-inch	Unknown	Center Street
LADWP	12-inch	Unknown	East 1st Street
LADWP	6-inch	Unknown	Metro Division 20 Site

Source: HDR 2020

Notes:

^a Abandoned utilities are not included.

^b There are 28 2-inch water lines dispersed throughout the concourse platform area.

LADWP=Los Angeles Department of Water and Power; Metro=Los Angeles County Metropolitan Transportation Authority

5.4.3 Drainage

Within the Project study area, six major storm drains have been identified. Drainage in the Project study area is managed by Metro (and SCRRA), the City of Los Angeles, and Caltrans. Runoff in

the area is generated from a combination of hard surfaces, including roadways, buildings, and bridges. A network of underground facilities collect runoff (e.g., curbside catch basins and inlets) and direct the flows to the Los Angeles River. Drainage from LAUS is directed to a 108-inch reinforced concrete pipe within Cesar Chavez Avenue, which drains into the Los Angeles River. Drainage from the El Monte Busway and US-101 is managed by Caltrans and distributed into two major systems. The first is comprised of a large box structure that extends along Vignes Street, and then eastward along Ducommun Street, before discharging into the Los Angeles River. A second system enters a lift station that enters a 75-inch underground pipe system along Alameda Street and drains southerly and ultimately to the Los Angeles River, between 4th and 6th Streets. Runoff along Commercial Street enters a 42-inch reinforced concrete pipe system along Ducommun Street and ultimately discharges to the Los Angeles River.

5.4.4 Wastewater

The City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) is responsible for operating and maintaining wastewater collection and treatment systems within the City. LASAN operates more than 6,117 miles of sewer lines and 49 pumping plants, in addition to four water reclamation plants that treat 580 million gallons per day (mgd) of wastewater (LASAN 2016). The treated wastewater is generally discharged into a receiving water body, evaporated and/or percolated into the ground, or used for irrigation of farmland and landscaping.

LASAN's clean water program consists of the Hyperion Service Area and the Terminal Island Service Area (treating the Los Angeles Harbor Area). The Project study area is located within the Silver Lake/Central City North Basin of the Hyperion system. All sanitary sewer flows in the Project study area discharge to the Hyperion Treatment Plant, which is located at 12000 Vista del Mar, Playa del Rey, California. The Hyperion Treatment Plant is designed to treat 450 mgd of wastewater in dry months and up to 800 mgd of wastewater in peak wet weather flows (LASAN 2020), with an average daily treatment capacity of 275 mgd (LASAN 2016).

Existing sewer lines located in the Project study area are described below:

- **Segment 1: Throat Segment** – There is a 27-inch sewer line in Cesar Chavez Avenue.
- **Segment 2: Concourse Segment** – There are 30-inch and 16-inch sewer lines in Alameda Street, with an 8-inch private sewer line connection that serves LAUS. There is an 8-inch sewer line serving the Metro Gateway Building off of Vignes Street. There is also an 8-inch sewer line that crosses the railroad at College Street and turns south toward Vignes Street, running adjacent to the railroad property line.
- **Segment 3: Run-Through Segment** – There is an 8-inch sanitary sewer line in Commercial Street, as well as a 6-inch sanitary sewer line in Center Street.

5.4.5 Solid Waste

Solid waste transportation, sorting, and disposal is regulated by LASAN. LASAN collects approximately 6,652 tons of solid waste per day (LASAN 2021). Solid waste collection in the city

is divided into six waste collection districts, or wastesheds, named West Valley, East Valley, Western, North Central, South Los Angeles, and Harbor. The Project study area is located in the North Central waste shed, which is reported to have a total disposal of 787,000 tons in 2010, including 57 percent from commercial, 23 percent from residential curbside, 18 percent from multifamily, and 2 percent from construction and demolition (C&D) (LASAN 2013).

LASAN operates the Central Los Angeles Recycling and Transfer Station located 2.4 miles south of the Project study area, which has a permitted capacity of 4,025 tons per day. Non-recyclable materials from the Central Los Angeles Recycling and Transfer Station are transferred to either the Scholl Canyon Landfill or Burbank Landfill Site Number (No.) 3, which are both Class III landfills. Class III landfills are municipal landfills that are not authorized to accept hazardous waste. Scholl Canyon Landfill currently permits solid waste at a rate of 3,400 tons per day (California Department of Resources Recycling and Recovery [CalRecycle] 2019). According to the City of Glendale’s City Council, it is estimated that the Scholl Canyon Landfill will reach its fill capacity and is expected to close in December 2025 (Glendale News-Press 2022). The Burbank Landfill Site No. 3 has a daily tonnage limit of 240 tons per day, a remaining capacity of 5,000,000 cubic yards, with an expected closure date of 2053 (County of Los Angeles Health Agency 2020; CalRecycle 2010).

5.4.6 Television/Cable/Telecommunications/Telephone Lines

Telecommunications services and infrastructure within the County, including those within the City of Los Angeles, are predominantly provided by the following publicly traded telecommunications companies: AT&T, Charter Communications, DirecTV, Dish Network, Frontier Communications, Verizon, Xfinity (Comcast), Spring, Quest, WU, and Zayo. Preliminary coordination with the respective telecommunication providers resulted in the identification of numerous telecommunications lines within the Project study area.

Telecommunication infrastructure is not evaluated in detail in Section 6.4 because the Project is located in a highly developed, urban area with telecommunications infrastructure present throughout the Project study area that would be protected in-place to the greatest extent feasible.

5.5 Economic Setting

Community cohesion is often created through frequent personal contact. This often occurs at places of business while working, shopping, or conducting other commerce-related activities. Shopping and employment centers are often epicenters for interaction among the community. Additionally, the prosperity of employers where community members’ work is linked to other lifestyle factors that affect community character. Therefore, impacts on employment areas may affect the cohesiveness of the surrounding communities on multiple levels. Occasionally, transportation projects may affect a community’s economics by adding or removing businesses or employment opportunities, improving or restricting access to existing businesses and employment, or displacing the labor force, thus potentially impacting the character and cohesion of a community, either temporarily or permanently. Regional and local economic and fiscal characteristics are described below.

5.5.1 Regional and Local Economy

In 2019, the primary industries that contributed to the economy in the City of Los Angeles were professional services, with approximately \$90.7 million in gross receipts; and health care, retail trade, finance and insurance, real estate, and wholesale trade, with gross receipts ranging from approximately \$22 million to \$50 million in gross receipts (Los Angeles Area Chamber of Commerce 2019).

The socioeconomic planning area includes portions of Los Angeles Districts 1 and 14, both of which are part of the greater Downtown Los Angeles area. The professional services sector in Los Angeles Districts 1 and 14 had the highest amount of gross business receipts with \$335.1 million in 2019.

A variety of employers exist within zip code 90012, which encompasses LAUS, as well as areas outside the socioeconomic planning area. The top industries in this zip code include educational services, health care and social assistance (18 percent); accommodation and food services (15 percent); professional, scientific, and management services (15 percent); retail trade (10 percent); and manufacturing (8 percent) (U.S. Census Bureau 2021).

The small businesses owned by members of minority communities or low-income communities are summarized below:

- The Chinatown District is adjacent to, but not within, the Project study area. This district was the commercial center for Chinese and other Asian businesses starting circa 1938 and is currently occupied by restaurants, shops, businesses, and residential neighborhoods.
- The El Pueblo District includes Olvera Street and the El Pueblo de Los Angeles Historical Monument. Olvera Street contains several of Los Angeles's oldest historic buildings along with dozens of craft shops, restaurants, and other businesses.
- Businesses in the Little Tokyo District (adjacent to the Socioeconomic planning area) include retail, restaurants, hotels, museums, and parking lots.

5.5.2 Fiscal Conditions

According to the City of Los Angeles's Fiscal Year 2016 Comprehensive Annual Financial Report, at the end of fiscal year 2016, the city's net position totaled \$19.9 billion, of which \$17.3 billion or 87 percent reflects its investment in capital assets (e.g., land, infrastructure, buildings, facilities, and equipment) less any related outstanding debt and deferred outflows of resources used to acquire those assets (Los Angeles Office of the Controller 2017). The City of Los Angeles uses these capital assets to provide services to its citizens; consequently, these assets are not available for future spending.

Capital assets during the year increased by \$2.1 billion or 5.4 percent, of which approximately \$314.8 million was related to government activities, and the remaining was related to business-type activities (i.e., airports, harbor, power, water, sewer, and convention center

services) (Los Angeles Office of the Controller 2017). For governmental activities, the increase was primarily due to various projects under construction for recreational facilities, police and fire services, zoo facilities, bridges, stormwater infrastructure, street lights, streets, traffic and transportation improvements, cultural and community centers, and various other improvements to city facilities; and acquisition of vehicles for firefighting, police patrol, transit buses, and refuse collection and street services. Business-type increases reflect ongoing construction and improvements to modernize airport and harbor terminals, sewer facilities, and power and water utility plants.

For the 2021-2022 fiscal year, total revenues increased by 8.7 percent from the previous year, as shown in Table 5-25. Expenses for governmental activities totaled \$7.8 billion, an 18 percent decline from the prior year (Los Angeles Office of the Controller 2023). Overall, the City of Los Angeles’s total revenues exceeded its expenses by \$3.4 billion.

Table 5-25. City of Los Angeles Revenues, 2021 and 2022			
Type of Revenue	Fiscal Year 2021 (\$ in thousands)	Fiscal Year 2022 (\$ in thousands)	Percent Change (%)
Property taxes	2,551,138	2,628,691	3.0
Sales taxes	560,962	693,438	23.6
Other taxes and revenues	15,251,458	17,324,236	13.6
Total revenues	18,363,558	19,952,927	8.7

Source: Los Angeles Office of the Controller 2023

5.6 Community Analysis Populations

5.6.1 Criteria to Determine Presence of Minority Communities, Low-Income Communities, or Non-Minority Communities

Table 5-26 provides a summary the demographics for the City of Los Angeles and the community analysis study area as a whole. Low-income households comprise 16.6 percent of the population in the City of Los Angeles compared to 26.2 percent in the community analysis study area. Minority residents represent 71.9 percent of the population in the City of Los Angeles, compared to 80.9 percent of the community analysis study area.

Table 5-26. Community of Comparison and Community Analysis Study Area Demographic Characteristics

Characteristics	City of Los Angeles (Community of Comparison)	Community Analysis Study Area
Total Population	3,902,440	31,971
Minority Population (%)	71.9	80.9
Low-Income Population (%)	16.6	26.2

Source: U.S. Census 2021

5.6.2 Minority Communities

Table 5-27 provides a summary of minority communities by Census Tract within the community analysis study area and identifies if the minority population percentage for each census tract exceeds the 79.1 percent threshold of the Community of Comparison (City of Los Angeles). As shown in Figure 5-9 and Table 5-27, Census Tracts 2060.10, 2060.20, 2062.01, 2062.02, 2071.02, 2071.03, and 2074 have minority populations that exceed the 79.1 percent threshold.

Within Census Tract 2060.20, 2020 Decennial Census data were reviewed to determine minority communities at the block level to better understand where minority communities are in proximity to the Project to assess impacts. William Mead Homes is a 415-unit public housing community located adjacent to the railroad ROW where a portion of the Project footprint traverses the property. As discussed previously, approximately 98 percent of the residents are part of a minority community. The Mozaic Apartments at Union Station is located within Census Block 1013 and includes 272 housing units. With a population of 545, data shows a minority population of 61 percent. Census Blocks 1002 and 1003 include the Los Angeles County Men’s Central Jail and Twin Towers Correctional Facility and have minority populations of 86 percent and 80 percent, respectively. Block level demographic information was not available for the Hilda J. Solis Care First Village, a 232-unit interim housing complex for unsheltered individuals, because it opened in May 2021 after the 2020 Decennial Census.

The Chinatown District is adjacent to the Project study area and located within the community analysis study area within Census Tracts 2071.02 and 2071.03 and a portion of Census Tract 2060.10. These Census Tracts have minority populations that exceed the 79.1 percent threshold.

The El Pueblo District is within Census Tract 2071.02, adjacent to Segment 2 of the Project study area and located within the community analysis study area. The El Pueblo District includes Olvera Street and the El Pueblo de Los Angeles Historical Monument. This Census tract has minority populations that exceed the 79.1 percent threshold.

The Little Tokyo District is located within portions of Census Tracts 2062.01, 2062.02, 2062.52, 2073.06, and 2074. There are no residences in the portion of the Little Tokyo District traversed by the community analysis study area and collectively, the minority community in the Census

Tracts located within the community boundary do not exceed the 79.1 percent minority threshold. However, Census Tracts 2062.01, 2062.02, and 2074 have minority populations that exceed the 79.1 percent minority population threshold and there are also minority-owned businesses within the greater Little Tokyo District community boundaries.

Within the community analysis area, Census Tract 2060.51 south of LAUS encompasses the Arts District, which is an area of former warehouses and factories that have been transformed to work/live studios, galleries, and restaurants. Likewise, the Southern Industrial District in Census Tract 2060.52 is mostly industrial and commercial. These Census Tracts do not qualify as minority communities, so they qualify as non-minority communities.

5.6.3 Low-Income Communities

Table 5-27 provides a summary of low-income communities by Census Tract within the community analysis study area compared to the City and identifies if the low-income population percentage for each census tract exceeds the \$39,750 threshold of the Community of Comparison (City of Los Angeles). As shown in Figure 5-9 and Table 5-27, Census Tracts 2060.10, 2062.02, 2071.02, and 2071.03 have median incomes that are lower than 150 percent of the U.S. Census Bureau's poverty thresholds of the City of Los Angeles (\$39,750).

Census Tract 2060.51 south of LAUS encompasses the Arts District, which is an area of former warehouses and factories that have been transformed to work/live studios, galleries, and restaurants. Likewise, the Southern Industrial District in Census Tract 2060.52 is mostly industrial and commercial. As above, the Arts District and the Southern Industrial District in Census Tracts 2060.51 and 2060.52, respectively, do not have low-income communities that are meaningfully greater than the City of Los Angeles.

Although the median income for Census Tract 2060.10 is higher than the federal poverty level, the median income for the Census Tract 2060.10, Block Group 2 containing William Mead Homes is \$17,111, which is below the federal poverty level. William Mead Homes is considered a low-income community. Demographic census information was not available for the Care First Village, located in Census Tract 2060.20 adjacent to the railroad ROW north of LAUS; however, because the purpose of the complex is to provide interim housing to unsheltered individuals, it is considered a low-income community.

The median income for Census Tracts 2071.02 and 2071.03, the Chinatown District, is \$32,450, which is below the federal poverty level. Likewise, the median income for Census Tract 2071.02, the El Pueblo District, is \$31,071. Both communities are considered low-income.

One Census Tract within the Little Tokyo District, Census Tract 2062.02, has a median income of \$19,420. Little Tokyo District is considered a low-income community.

5.6.4 Additional Minority Communities, Low-income Communities, and Non-Minority Communities

For the purposes of this analysis, additional minority communities, low-income communities, and non-minority communities within and adjacent to the Project study area were also considered based on demographic characteristics, stakeholder interviews and desktop reviews. Reviews included newer developments that were not captured in 2020 Census Data, institutionalized populations, recognized community boundaries, and workers that travel through LAUS on a daily basis. These minority communities, low-income communities, and non-minority communities are discussed below and depicted in Figure 5-10.

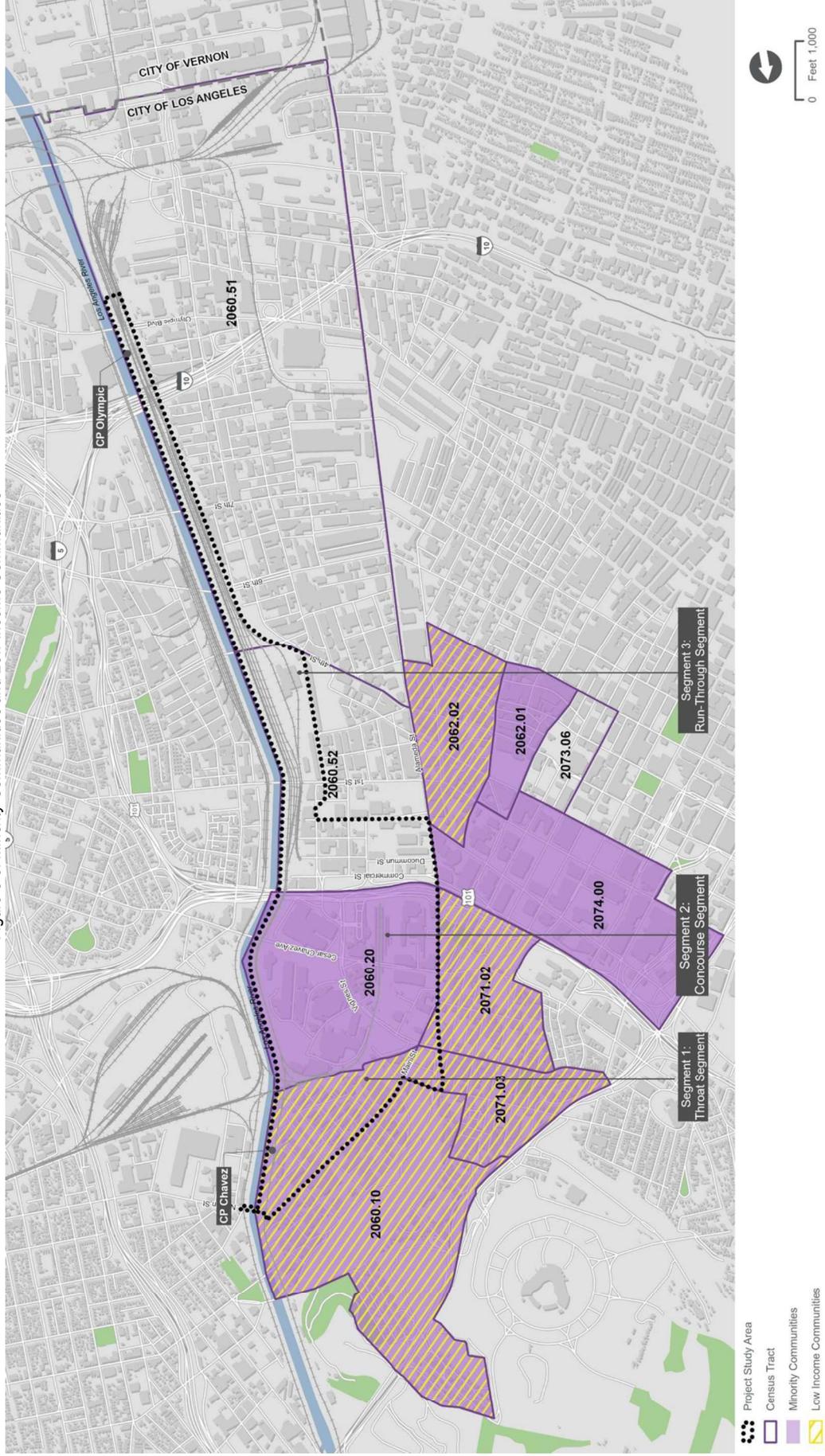
- **Los Angeles County Men’s Central Jail and Twin Towers Correctional Facility** – A large percentage of the population in the community analysis study area is institutionalized at the Los Angeles County Men’s Central Jail and Twin Towers Correctional Facility, which are located in Census Tract 2060.20 east of the railroad tracks. All other housing units in this Census Tract are located west of the railroad tracks. Because of the correctional facilities’ locations relative to the Project footprint and limited exposure to the proposed infrastructure from the facility, minority communities for incarcerated and non-incarcerated individuals were calculated separately for Census Tract 2060.20 and reviewed at the Census Block level (See Table 5-27, Census Tract 2060.20, Block Groups 1001 and 1002, Block 1) to better understand potential effects. Incarcerated populations are considered as part of this analysis unless otherwise specified.
- **Little Tokyo District** – The western boundary of the community analysis study area south of US 101 was originally Alameda Street. A small portion of the City of Los Angeles’ Little Tokyo Community Design Overlay District boundary (Little Tokyo District) overlaps with the Arts District and is located east of Alameda Street along 1st Street. American Community Survey 2021 Census Block information (Block 1015, Block Group 1, Tract 2060.52) indicate there are no residences in the portion of the Little Tokyo District east of Alameda Street; however, there are residences and minority-owned businesses within the greater Little Tokyo District. To fully consider impacts to the Little Tokyo District community, the community analysis study area was expanded to include the entirety of the Little Tokyo District, located within Census Tracts 2062.01, 2062.02, 2062.52, 2073.06, and 2074. The Little Tokyo District is considered a minority community and a low-income community and is evaluated as part of this analysis.
- **Federal Complex** – A federal complex containing a Veterans Affairs Outpatient Clinic, the Federal Bureau of Prisons Metropolitan Detention Center, and the Harry Pregerson Child Care Center is located along Alameda Street between Commercial Street and Temple Street, immediately west of the community analysis study area. These facilities may serve, or house disadvantaged populations and access to these facilities is considered as part of this analysis.

To better understand the demographics of workers in and around LAUS who would travel through the area on a daily basis, OnTheMap data was also reviewed for Census Tract 2060.20, Block

Group 1. Data indicate that workers in the Block Group are 58.2 percent White Alone and 80.1 percent earn more than 150 percent of the federal poverty level. Communities working in this area would not be considered a minority community, a low-income community, and because the analysis focuses on residential communities, they would not qualify as a non-minority community, either.

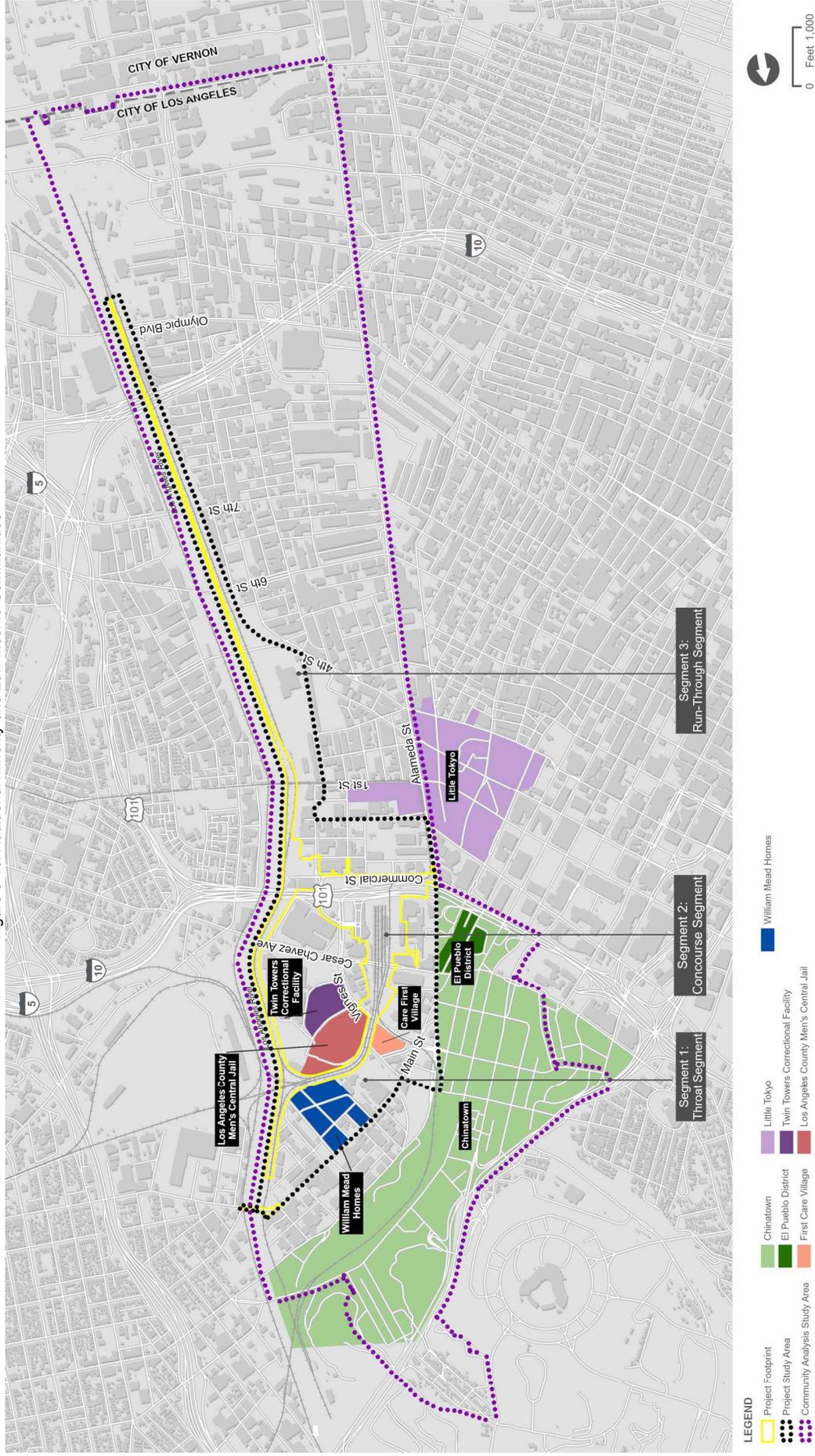
CalEnviroScreen 4.0, a map containing the disadvantaged communities designated by CalEPA for the purpose of Senate Bill (SB) 535, was also reviewed for the additional minority communities, low-income communities, and non-minority communities described above. The communities of William Mead Homes, Chinatown, El Pueblo District, and Little Tokyo District are identified as disadvantaged communities, defined as located within census tracts receiving the highest 25 percent overall scores in CalEnviroScreen 4.0.

Figure 5-9. Minority Communities and Low-Income Communities



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Figure 5-10. Additional Minority and Low-income Communities



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Table 5-27. Minority Communities, Low-Income Communities, and Non-Minority Communities in the Community Analysis Study Area						
Geographic Area	Minority Communities			Low-Income Communities		
	Non-White/Minority (%)	Percent Minority in Affected Community >110% of Community of Comparison (79%)	Evaluated for Further Analysis?	Median Household Income (\$)	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Evaluated for Further Analysis?
Community of comparison						
City of Los Angeles	89	—	—	69,778	—	—
Affected community						
Census Tract 2060.10 (Total Population)	89	Yes	Yes	46,250	No	No
(Segment 1: Throat Segment; Northern Industrial District/Chinatown)						
Census Tract 2060.10 (Block Group 2 – William Mead Homes)	88	Yes	Yes	17,111	Yes	Yes
(Segment 1: Throat Segment; Northern Industrial District/Chinatown)						

Table 5-27. Minority Communities, Low-Income Communities, and Non-Minority Communities in the Community Analysis Study Area						
Geographic Area	Minority Communities			Low-Income Communities		
	Non-White/Minority (%)	Percent Minority in Affected Community >110% of Community of Comparison (79%)	Evaluated for Further Analysis?	Median Household Income (\$)	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Evaluated for Further Analysis?
Census Tract 2060.20 (Total Population) (Segment 2: Concourse Segment; Northern Industrial District)	83	Yes	Yes	89,333	No	No
Census Tract 2060.20 (Block Groups 1001 and 1002, Block 1 -incarcerated population) (Segment 2: Concourse Segment; Northern Industrial District)	86	Yes	Yes	not available	not available	not available
Census Tract 2060.20 (Block 1013, Block Group	61	No	No	89,333	No	No

Table 5-27. Minority Communities, Low-Income Communities, and Non-Minority Communities in the Community Analysis Study Area						
Geographic Area	Minority Communities			Low-Income Communities		
	Non-White/Minority (%)	Percent Minority in Affected Community >110% of Community of Comparison (79%)	Evaluated for Further Analysis?	Median Household Income (\$)	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Evaluated for Further Analysis?
1 – Mozaic Apartments) (Segment 2: Concourse Segment; Northern Industrial District)						
Census Tract 2060.51 (Segment 3: Run-Through Segment; Arts District/ Southern Industrial District)	44	No	No	123,947	No	No
Census Tract 2060.52 (Segment 3: Arts District/ Southern Industrial District)	73	No	No	102,996	No	No
Census Tract 2071.02	91	Yes	Yes	31,071	Yes	Yes

Table 5-27. Minority Communities, Low-Income Communities, and Non-Minority Communities in the Community Analysis Study Area						
Geographic Area	Minority Communities			Low-Income Communities		
	Non-White/Minority (%)	Percent Minority in Affected Community >110% of Community of Comparison (79%)	Evaluated for Further Analysis?	Median Household Income (\$)	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Evaluated for Further Analysis?
(Segment 2: Concourse Segment; EI Pueblo District)						
Census Tract 2071.03	92	Yes	Yes	32,450	Yes	Yes
(Segment 2: Concourse Segment; Chinatown)						
Census Tract 2062.01 (Segment 3: Little Tokyo District)	79	Yes	Yes	43,103	No	No
Census Tract 2062.02 (Segment 3: Little Tokyo District)	83	Yes	Yes	19,420	Yes	Yes

Table 5-27. Minority Communities, Low-Income Communities, and Non-Minority Communities in the Community Analysis Study Area						
Geographic Area	Minority Communities			Low-Income Communities		
	Non-White/Minority (%)	Percent Minority in Affected Community >110% of Community of Comparison (79%)	Evaluated for Further Analysis?	Median Household Income (\$)	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Evaluated for Further Analysis?
Census Tract 2073.06 (Segment 3: Little Tokyo District)	61	No	No	41,686	No	No
Census Tract 2074 (Segment 3: Little Tokyo District)	80	Yes	Yes	72,750	No	No

Source: U.S. Census Bureau 2021

Notes:
DHHS=Department of Health and Human Services

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6.0 Environmental Consequences

This chapter provides an assessment of potential effects of the Build Alternative and the No Action Alternative for the following key issues:

- Compatibility with existing land uses
- Displacement and relocation impacts
- Consistency with applicable state, regional, and local plans and programs
- Community facilities and public services
- Physical division of established communities and changes in community character and cohesion
- Mobility and access effects, including impacts on traffic, and pedestrian/bicycle facilities
- Utilities and communications
- Minority communities, low-income communities, and non-minority communities
- Economic effects
- Growth-related effects

6.1 Land Use

The following topics related to land use were evaluated to determine the potential for beneficial or adverse effects:

- A. Alteration of land use patterns
- B. Compatibility with existing or planned land uses
- C. Physical division of an established community

6.1.1 Alteration of Land Use Patterns

No Action Alternative

Under the No Action Alternative, no temporary conversion of land uses for staging purposes or construction laydown areas would be required. The No Action Alternative does not facilitate construction of new run-through tracks on vacant properties or on properties where businesses are located south of LAUS; therefore, no permanent land use conversions would occur. Vacant properties would remain available for land use development and existing businesses would remain in operation at their existing locations.

Reasonably foreseeable future projects and other planned improvements as part of the 2020 RTP/SCS would still occur under the No Action Alternative along with other maintenance activities

in the railroad ROW. Temporary staging areas and construction easements may be required to support construction activities associated with these projects. Land use development would continue to occur in the Project study area pursuant to local land use plans and zoning regulations and could result in other direct and indirect effects on land use including property acquisitions and/or changes in land use patterns. The impacts associated with such projects are unknown at this time and would be addressed during CEQA and NEPA environmental reviews and entitlement processes conducted in the future. All projects requiring discretionary action would be subject to environmental review, through which impacts associated with these projects would be addressed and measures may be required to avoid, minimize, and/or mitigate the potential for adverse effects. No direct or indirect adverse effect would occur.

Build Alternative

Direct Effects – Construction

As shown in Appendix B of this Community Impact Assessment and the engineering design plans provided as Appendix P of the Link US EIS, temporary construction easements (TCE) may be required for construction access or staging and laydown areas. The areas affected by TCEs are adjacent to the railroad ROW, other Metro-owned property, or other transportation infrastructure and would be restored to their existing conditions or better after completion of construction; with exception of the properties south of LAUS that would be fully acquired by Metro to implement proposed run-through track infrastructure. None of the areas where TCEs are proposed would alter land use patterns in a manner that would render the properties unusable. No direct adverse effect would occur.

Direct Effects – Operations

In Segments 1 and 2 of the Project study area, no land uses adjacent to the railroad ROW would be permanently converted to a transportation use nor would existing or planned land use patterns be altered by proposed infrastructure improvements.

As presented in Appendix B, in Segment 3 of the Project study area, the Build Alternative would result in conversion of several undeveloped properties and commercial and manufacturing/industrial properties to transportation-related uses. Metro's acquisition of privately-owned parcels south of US-101 to support implementation of run-through tracks may require the City of Los Angeles to change the General Plan land use designations and zoning classifications to reflect the proposed transportation use as well as modifications to the circulation network south of LAUS (closure of Commercial Street east of Center Street).

Although the Build Alternative may require the City of Los Angeles to implement General Plan Amendments and changes to existing zoning classifications, no direct adverse effect would occur because land uses would be developed in accordance with the long-term vision for run-through tracks as outlined in the 2020 RTP/SCS and these are administrative procedures to support implementation of transportation infrastructure that fulfills the guiding principles, goals, and policies of the Downtown Community Plan.

Table 6-1 shows the parcels where businesses/facilities may be displaced due to full or partial land acquisitions. Table 6-1 identifies the occupant and type of business located on each parcel, and the project component causing the impact. Figures of all non-Metro-owned parcels that would be potentially affected is included in Appendix B.

Table 6-1. Summary of Affected Parcels Where Businesses/Facilities May Be Displaced			
Assessor's Parcel Number	Type of Acquisition	What is Being Affected (based on proposed ROW requirements)	Project Component
Industrial/Manufacturing			
5173-019-011 5173-003-002	2 Parcels – Full	<p>Occupant: Amay's Bakery & Noodle Company, Inc.</p> <p>Parcel 5173-019-011 contains a large industrial building of 20,984 square feet, which houses Amay's Bakery & Noodle Company, Inc. The parcel contains perimeter fencing, a parking lot, loading docks, an office, a food manufacturing plant, and a warehouse. Displacement and relocation of the business would be necessary under the Build Alternative.</p> <p>Assessor's Parcel Number 5173-003-002 is owned by Amay's Bakery & Noodle Company, Inc. and contains off-site storage for the business. It is not affected directly by the Project, but relocation would be required in connection with the displacement and relocation of the business activities on Assessor's Parcel Number 5173-019-011.</p>	X (run-through tracks)
5173-021-811 (full) 5173-021-813 (full) 5173-022-808 (full) 5173-023-805 (full) 5163-017-806 (partial)	4 Parcels – Full 1 Parcel – Partial	<p>Occupant: BNSF</p> <p>Five parcels located within the BNSF West Bank Yard would be affected. The common rail infrastructure associated with the Build Alternatives would result in the permanent loss of storage track capacity (approximately 5,000 feet of track storage) at the BNSF West Bank Yard, primarily north of 1st Street.</p>	X (run-through tracks)

Table 6-1. Summary of Affected Parcels Where Businesses/Facilities May Be Displaced

Assessor's Parcel Number	Type of Acquisition	What is Being Affected (based on proposed ROW requirements)	Project Component
Commercial			
5173-019-006	1 Parcel – Full	Occupants: Life Storage and multiple sub-tenants This is a self-storage facility containing approximately 640 units. The relocation of the business would be necessary (one business and sub-tenants' personal property).	X (run-through tracks)

Notes:

Metro=Los Angeles County Metropolitan Transportation Authority; ROW=right-of-way

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS.

Construction of the Build Alternative would not induce indirect adverse effects related to the alteration of land use patterns. Once constructed, the Build Alternative would enhance the opportunity for new infill development around the LAUS area. New transit-oriented infill development at or surrounding LAUS would be consistent with adopted plans and urban planning goals for the downtown area of the City of Los Angeles and the region, including the land use strategies included in the 2020 RTP/SCS aimed to focus most of new housing and job growth in high-quality transit areas such as the area surrounding LAUS. Intensification of future use of land surrounding LAUS has already been planned for under the assumption that the Project would be completed. Any new development that may require land use conversions would be subject to local government regulations and the applicable environmental review and entitlement process. The intensity/severity of any potential effects would depend on external factors and market conditions. Therefore, no indirect adverse effect would occur.

6.1.2 Compatibility with Existing or Planned Land Uses

No Action Alternative

Under the No Action Alternative, no temporary or permanent incompatibilities with existing or planned land uses would occur. Reasonably foreseeable future projects and other planned

improvements as part of the 2020 RTP/SCS would still occur under the No Action Alternative along with other maintenance activities in the railroad ROW. Temporary land use compatibility effects from construction activities including access disruptions, lighting or glare, or temporary construction noise and air quality emissions would not occur on land uses adjacent to LAUS, the existing railroad ROW, or other areas surrounding LAUS. No long-term compatibility effects would occur during operation because new land use development surrounding LAUS would be designed for maximum compatibility with ongoing train operations at LAUS and would be implemented consistent with local land use plans and zoning regulations. Any future development would also be subject to applicable environmental review. The impacts of other projects would be addressed during the environmental review and entitlement processes and measures may be required to avoid, minimize, and/or mitigate the potential for adverse effects. No direct or indirect adverse effect would occur.

Build Alternative

Direct Effects – Construction

Construction activities that would occur near residential communities and commercial properties could cause temporary land use incompatibilities related to transportation, aesthetics, noise and vibration, and air quality.

- For transportation, traffic detours, lane reductions, and street closures may cause access restrictions for travelers on affected roadways. In addition, US-101 would be closed temporarily during the night (10:00 PM to 6:00 AM) in one direction at a time during construction of the bridge superstructure. These lane width reductions and night closures are expected to last for 8 to 12 weeks and occur during weekends only. However, Mitigation Measure TR-1 (described in Chapter 7.0) requires implementation of a construction TMP to maintain access and connectivity along the US-101 and local roadways.
- For aesthetics, a temporary increase in light and glare from construction lighting during nighttime hours may result in undesired exposure or disruption of normal activities for nearby residential land uses. However, Mitigation Measure AES-2 (described in Chapter 7.0) requires temporary lighting to be directed toward the construction area and temporary shields to be used so light does not spill over into residential areas.
- For noise and vibration, construction activities would involve equipment that would increase noise and vibration levels for noise and vibration-sensitive land uses. As described in Section 3.6, Noise and Vibration of the EIS, Category 2 and 3 land uses would be subject to construction noise that exceeds the City's 75 A-weighted decibel (dBA) limit including: 41 dwelling units and one recreational use at William Mead Homes; 36 dwelling units and a playground at Care First Village; 82 dwelling units at Mozaic Apartments, and Metro Gateway Childhood Development Center. However, Mitigation Measure NV-2 (described in Chapter 7.0) requires implementation of noise- and vibration-reducing measures including but not limited to constructing walled enclosures around loud activities, restricting pile driving to daytime periods, and rerouting truck traffic

away from residential streets. Mitigation Measure NV-3 requires implementation of a Community Notification Plan to address community concerns related to potential noise and vibration impacts proactively.

- For air quality, heavy-duty construction equipment and earthwork activities would cause dust and temporary increase in emissions on nearby land uses, including residential land uses. However, Mitigation Measure AQ-1 (described in Chapter 7.0) requires fugitive dust to be controlled by regular watering or other dust preventive measures to be implemented and Mitigation Measure AQ-2 (described in Chapter 7.0) requires all off-road diesel-powered construction equipment greater than 50 horsepower to comply with U.S. EPA's Tier 4 final exhaust emission standards.

Mitigation Measures TR-1, AES-2, NV-2, NV-3, AQ-1, and AQ-2 would minimize temporary land use incompatibilities. Upon implementation of the mitigation measures above, no direct adverse effect would occur.

Direct Effects – Operation

Introduction of the retaining wall/sound wall at William Mead Homes and at Care First Village in Segment 1, either rail yard canopy design option and associated lighting at Mozaic Apartments in Segment 2 would present new transportation infrastructure adjacent to residential communities. This is considered an adverse effect because introduction of these new features would cause adverse visual effects and additional exposure to light or glare for residential land uses. Implementation of Mitigation Measure AES-1 (described in Chapter 7.0) requires aesthetic treatments to be added to the retaining walls/sound walls and Mitigation Measure AES-3 (described in Chapter 7.0) requires canopies to be designed with low reflective glass and materials and for new lighting to be constructed in compliance with applicable standards to reduce the effects of lighting and glare. Therefore, implementation of Mitigation Measures AES-1 and AES-3 would minimize land use compatibility impacts resulting from proposed infrastructure improvements in close proximity to residential land uses. In Segment 3 of the Project study area, the proposed run-through track infrastructure would be compatible with existing land uses due to the presence of US-101, and nearby railroad infrastructure.

While proposed infrastructure would be near residential land uses in Segments 1 and 2 of the Project study area, implementation of Mitigation Measures AES-1 and AES-3 would minimize adverse effects related to land use incompatibility and no direct adverse effect would occur

Upon implementation of the Build Alternative, there would be severe noise impacts on 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 dwelling units at the Care First Facility) and one park/athletic field near William Mead Homes requiring mitigation as early as 2031 and severe noise impacts on 34 multifamily dwelling units (24 dwelling units at the William Mead Homes complex and 10 dwelling units at Care First Village) and 1 park/athletic field near William Mead Homes in 2040 (Table 6-2).

Table 6-2. Severe Noise Impacts without Mitigation			
Year	Number of Dwelling Units or Sensitive Uses Impacted		
	William Mead Homes	Mozaic Apartments	Hilda L. Solis Care First Village
2026	0	0	0
2031	24 Dwelling Units 1 Athletic Field	0	10 Dwelling Units
2040	24 Dwelling Units 1 Athletic Field	0	10 Dwelling Units

Implementation of the Mitigation Measure NV-1 (described in Chapter 7.0) would avoid or minimize the potential for direct adverse effects related to operational noise that could contribute to potential land use incompatibility with existing residential and recreational land uses at William Mead Homes and Care First Village.

Mitigation measures are not proposed at Mozaic Apartments because of the height required for a sound wall to shield the noise could be in excess of 40-60 feet, and exterior areas (balconies) of the Mozaic Apartments are already exposed to relatively high existing noise levels from transit and railroad operations located at LAUS. The Mozaic Apartments were constructed in 2005 and were built in a manner to ensure interior sound levels are 45 A-weighted decibels day-night average sound level or lower, in accordance with City of Los Angeles Municipal Code, Section 91.1207.14.2, since they are located in close proximity to railroad tracks. As with the existing train movements at LAUS, most (e.g., over 80 percent) of the train movements would occur during daytime hours, during the peak period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. Given the existing noise environment, additional noise resulting from implementation of the Build Alternative would not be incompatible with the Mozaic Apartments and no adverse effects would occur.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS.

Construction of the Build Alternative would not induce indirect adverse effects related to incompatibilities with existing or planned land uses because intensification of future use of land surrounding LAUS has already been planned for under the assumption that the Project would be completed. New transit-oriented infill development at or surrounding LAUS would be consistent

with adopted plans and urban planning goals for the downtown area of the City of Los Angeles and the region including the land use strategies included in the 2020 RTP/SCS aimed to focus most of new housing and job growth in high-quality transit areas such as the area surrounding LAUS.

Indirect effects from induced growth could temporarily and permanently increase noise, air pollutant emissions, and traffic congestion within the surrounding area and may cause potential land use incompatibilities; however, any new development project or infill project around LAUS would be designed for maximum compatibility with existing and future train operations at LAUS and would also be subject to local government review. In addition, intensification of future use of land surrounding LAUS has already been planned for under the assumption that the Project would be completed. Therefore, no indirect effect would occur.

6.1.3 Physical Division of Established Communities

No Action Alternative

Under the No Action Alternative, reasonably foreseeable future projects and other planned improvements as part of the 2020 RTP/SCS would still occur along with other maintenance activities in the railroad ROW. New land use development would be implemented in areas consistent with local land use plans and zoning regulations. Due to the existing urbanized nature of the downtown area and presence of existing transportation infrastructure in the area surrounding LAUS, access and connectivity to and within established communities would be maintained and established communities would not be bisected. No direct or indirect adverse effect would occur.

Build Alternative

Direct Effects – Construction

Infrastructure improvements associated with the Build Alternative would be constructed mostly within the existing railroad ROW in an urbanized environment with a heavy presence of existing transportation infrastructure and commercial and industrial land uses. As described in Section 5.1.3, residential communities located in the Project study area include the William Mead Homes complex and the Care First Village (Segment 1: Throat Segment), Mozaic Apartments (Segment 2: Concourse Segment), and One Santa Fe Apartments (Segment 3: Run-Through Segment). None of the residential communities or any other established communities are located within the Project footprint.

Construction of the Build Alternative would occur in multiple phases and stages, as detailed in the *Link US Traffic Impact Assessment* (Metro 2025e). Anticipated construction detours and closures include the following:

- Vignes Street Bridge would be reconstructed in two portions: the westerly and easterly portions, resulting in temporary closures. A minimum of one lane would be maintained

throughout the duration of construction. During this closure, traffic along Vignes Street be rerouted along Cesar Chavez Avenue and Alameda Street.

- Reconstruction of the Cesar Chavez Avenue Bridge would require closure of Cesar Chavez Avenue during demolition. During this closure, traffic along Cesar Chavez Avenue would be rerouted along Vignes Street and Alameda Street.
- On Commercial Street, run-through tracks would be located north of Commercial Street on vacant property. The existing traffic lanes along the El Monte Busway and US-101 would be maintained during the peak hour throughout construction of run-through track infrastructure, although short-term overnight closures of the El Monte Busway, US-101 main line, and southbound ramps at Commercial Street would be necessary to erect and dismantle falsework during construction of the US-101 Viaduct. The southbound ramps at Commercial Street may be either partially or fully restricted for extended periods during construction of the US-101 Viaduct over the existing on- and off-ramps. Alternate access would be provided to businesses along Commercial Street via local roads.

Construction activities associated with the Build Alternative would not introduce new railroad tracks or other railroad infrastructure that would divide an established community. Although construction of the Build Alternative would require roadway detours, staging areas, and lane blockages within the limits of the Project footprint, access and connectivity to established neighborhoods and businesses would be maintained throughout the duration of construction and all affected roadways would be returned to their pre-construction conditions after construction is complete. There would be no closures that would physically divide a community during construction; therefore, no direct adverse effect would occur.

Direct Effects – Operations

In Segments 1 and 2 of the Project Study Area, all proposed transportation-related infrastructure would be located within the existing railroad ROW and Metro-owned property (LAUS). South of US-101 in Segment 3, run-through track infrastructure would be located between Commercial Street and US-101, where existing vacant properties and commercial and manufacturing/ industrial properties are currently located. There are no residential communities within the Project footprint for the Build Alternative, and proposed infrastructure would not divide an established community or restrict circulation within the community throughout operations because the new railroad corridor south of LAUS would be located directly adjacent to an existing freeway. Implementation of the Build Alternative would provide improved access and connectivity for existing, planned, and future land uses. No direct adverse effect would occur.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a

programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS.

Construction activities associated with the Build Alternative would not introduce new railroad tracks or other railroad infrastructure that would divide an established community. Therefore, no indirect adverse effects related to dividing an established community would occur during construction. Due to the existing urbanized nature of the downtown area and presence of existing transportation infrastructure in the area surrounding LAUS, new development is not expected to interrupt circulation or access within the Project study area in a manner that would create a physical or perceived division within the community throughout operations. No indirect effects would occur.

6.1.4 Conflicts with Land Use Plan Policies or Local Land Use Controls

Appendix A includes a consistency evaluation of the Build Alternative with applicable federal, regional, state, and local land use plans, policies, and controls, which is required under CFR 401502.16(c). Metro is a regional governmental entity and is not required to comply with all local land use and zoning regulations; however, proposed infrastructure is designed to be generally compatible and consistent with local land use and zoning regulations.

No Action Alternative

Under the No Action Alternative, construction of the proposed infrastructure would not occur, and the existing stub-end rail configuration at the LAUS rail yard would remain. The No Action Alternative would further contribute to deteriorating access and mobility within the SCAG region and increased road/highway congestion both locally and regionally. The 2020 RTP/SCS predicts traffic conditions in the region would deteriorate due to lack of capacity. The No Action Alternative would not align with plans and policies that encourage expanded capacity at LAUS, accommodation of the planned HSR system in Southern California, increased transit use, or multimodal connectivity to and from LAUS. Furthermore, the No Action Alternative would not achieve Purpose B of the ADSP by providing continued and expanded development of the site both as a major transit hub for the region and as a mixed-use development providing retail, tourism, and related uses, nor would it be consistent with Goal LU 22.16 of the DCP by advancing efforts to plan for the future integration of high-speed rail and other transit projects.

The No Action Alternative does not align with Federal, state, or regional land use plans, policies, and regulations that promote integration of transportation and land use planning together to create more sustainable communities. In particular, the No Action Alternative is inconsistent with the 2023 FTIP and the regional land use and transportation goals of the 2020 RTP/SCS.

As previously noted, under the No Action Alternative, regional and local congestion would worsen because mobility and connectivity would be enhanced. This is considered an adverse direct and indirect effect. No mitigation is proposed to minimize this adverse effect other than implementation of the Build Alternative.

Build Alternative

Direct Effects – Construction

Metro is authorized by the State of California to develop its property under its enabling legislation (Assembly Bill 152) and Public Utilities Code 30631(a).⁴ Construction would be conducted in accordance with all applicable policies and regulations of agencies with jurisdiction or discretion over proposed infrastructure and/or site conditions. The Build Alternative would be constructed in accordance with Metro’s Green Construction Policy and other applicable federal, state, regional, and local plans and policies related to construction of new transit facilities. No direct adverse effect would occur.

Direct Effects – Operations

The Build Alternative is generally consistent with the federal, regional, state, and local land use plans, policies, and controls that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service in Southern California. In addition to supporting Metrolink’s implementation of the Southern California Optimized Rail Expansion Program, the Build Alternative is necessary to implement the goals and objectives of multiple planning documents that guide future growth in rail operations, including the following:

- 2050 California Transportation Plan 2040 (Caltrans 2021)
- 2020 RTP/SCS: Connect SoCal (SCAG 2020)
- California State Rail Plan: Connecting California (Caltrans 2018)
- 2022 Business Plan (CHSRA 2022)

The Build Alternative would enhance rail yard capacity for regional/intercity rail trains, and would accommodate the planned HSR system, making it an attractive alternative to congested highways. From a regional perspective, the Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region, while accommodating the planned HSR system.

At the local level, the Build Alternative would achieve Purpose B of the ADSP by providing continued and expanded development of the site as a major transit hub for the region and a mixed-use development providing retail, tourism, and related uses. Likewise, the Build Alternative would be consistent with Goal LU 22.16 of the DCP regarding advancing efforts to plan for the future integration of high-speed rail and other transit projects.

⁴ Metro, as a rapid transit district, is exempt from the Building and Zoning Code requirements as long as the alteration and the use of the facility is in furtherance of the public purpose of Metro and not purely a revenue-generating venture.

The following plans and policies include provisions for active transportation and connections from LAUS to the Los Angeles River:

- The *Los Angeles River Revitalization Master Plan* identifies Commercial Street between Alameda and Center Streets as a future primary local Green Street and neighborhood gateway portal to the Los Angeles River. Green Streets standards emphasize multimodal transportation infrastructure that accommodates the needs of pedestrians, bicyclists, and other nonmotorized transportation users.
- The Los Angeles River Design Guidebook establishes design recommendations for the neighborhoods identified in the *Los Angeles River Revitalization Master Plan*, including:
 - o Providing safe pedestrian and bicyclist access to the Los Angeles River
 - o Providing adequate sidewalks and buffers between pedestrians and vehicles/transit
 - o Prioritizing pedestrian safety above other modes
- The City of Los Angeles Ordinance 183145 authorizes the establishment of the RIO Districts, within which LAUS is located. The RIO Districts are intended to:
 - o Support the goals of the Los Angeles River Revitalization Master Plan
 - o Establish a positive interface between river adjacent property and river parks and/or greenways
 - o Promote pedestrian, bicycle, and other multimodal connections between the river and its surrounding neighborhoods
 - o Provide safe, convenient access to and circulation along the river
- The LAUS Sustainable Neighborhood Assessment objective is to improve the neighborhood's day-to-day sustainability and increase its resilience during future weather events, and contains recommendations with associated actions prepared for the purpose of addressing:
 - o Long-standing connectivity issues with the station's surroundings
 - o Connections to and the health of the Los Angeles River
 - o Implementation of green building techniques in the Project study area (portion of the Project study area considered in the LAUS Sustainable Neighborhood Assessment)

The Build Alternative does not include a nonmotorized route from LAUS to the Los Angeles River, and proposed infrastructure would conflict with the vision of a neighborhood gateway portal to the Los Angeles River, as identified in the *Los Angeles River Revitalization Master Plan*. For this same reason, the Build Alternative would conflict with the RIO Overlay District guidelines and two of the four recommendations and associated actions of the LAUS Sustainable Neighborhood Assessment, as summarized below:

- **Recommendation 2 (Neighborhood Connectivity):** With the exception of the affected portions of Commercial Street and Center Street that would be reconstructed, the Build Alternative does not include pedestrian accommodations, cycling facilities, or linkages for pedestrians and cyclists in or around LAUS.
- **Recommendation 3 (River Connections):** Although parcels south of LAUS would be acquired to facilitate construction of the run-through track infrastructure south of LAUS, the Build Alternative does not provide a pedestrian linkage between the east side of LAUS and the Los Angeles River.

The Build Alternative would also conflict with the City of Los Angeles's *Mobility Plan 2035* Policy 2.12 that includes recommendations to:

- Include walkway and bikeway facilities when installing a new bridge or exclusive transit ROW.
- Provide safe connections between areas that are not directly accessible because of barriers, such as rail lines and freeways.

Based on these considerations, the Build Alternative conflicts with plans that promote neighborhood sustainability, connectivity, and nonmotorized connections from LAUS to the Los Angeles River. This is considered an adverse effect. Upon implementation of Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) (described in Chapter 7.0), no conflicts with applicable plans and studies would occur.

LADOT's *Transportation Impact Study Guidelines* (LADOT 2016) were used to determine potential adverse effects under NEPA because it was also used to determine potential impacts on the local transportation system as part of the standalone California Environmental Quality Act process. The LADOT guidelines require mitigation programs for projects resulting in adverse effects to minimize the demand for trips by single-occupant vehicles by encouraging, promoting, and supporting the use of other sustainable modes of travel such as public transit, walking, and bicycling. Consistent with LADOT guidelines, Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) (described in Chapter 7.0), would improve connectivity among neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area. As identified in Mitigation Measure LU-1, Metro, in coordination with the City of Los Angeles, would implement either Class II or IV bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median would be required) along Commercial Street from Alameda Street to Center Street, to enhance neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 would be constructed in addition to the new bicycle lanes described above.

Additionally, due to the permanent loss of freight storage track capacity at the BNSF West Bank Yard, the Build Alternative would conflict with one policy and program of the *City of Los Angeles Mobility Plan 2035* and three goals and one policy of the California Transportation Plan 2040 that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change. This is also considered an adverse effect.

- **Los Angeles Mobility Plan 2035 Policy 2.8: Goods Movement.** Implement projects that would provide regionally significant transportation improvements for goods movement.
- **Los Angeles Mobility Plan 2035 Program No. O.12: Improve the Flow of Freight Traffic.** Identify and implement strategies to facilitate the flow of freight traffic.
- **California Transportation Plan 2040 Goal 1.** Improve multimodal mobility and accessibility for all people
 - **California Transportation Plan 2040 Policy 1.1.** Manage and Operate an Efficient Integrated System.
- **California Transportation Plan 2040 Goal 2.** Preserve the Multimodal Transportation System.
- **California Transportation Plan 2040 Goal 2.3.** Adapt the Transportation System to Reduce Impacts from Climate Change.

Mitigation Measure TR-3 (described in Chapter 7.0) is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.

Implementation of Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) (described in Chapter 7.0), would mitigate conflicts with existing plans and would also avoid/minimize impacts associated with operational traffic delays; therefore, no direct adverse effect would occur.

Indirect Effects

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS.

Construction of the Build Alternative would result in localized air pollutant emissions, construction noise, and traffic congestion within the area surrounding LAUS and mitigation measures are proposed to reduce potential for adverse effects. Similar to the Build Alternative, new development will be required to comply with all applicable regulations pertaining to air quality, noise, and traffic such as those identified in the EIS (Section 3.5, Air Quality and Global Climate Change; Section 3.6, Noise and Vibration; and Section 3.3, Transportation). These regulations include compliance with South Coast Air Quality Management District's (SCAQMD) Rule 403 for

reducing fugitive dust emissions during construction, compliance with the City of Los Angeles Municipal Code and Noise Regulation and preparing a transportation management plan.

Indirect effects from induced growth could permanently increase noise, air pollutant emissions, and traffic congestion within the area surrounding LAUS. However, as discussed above, the Build Alternative would encourage sustainable neighborhood development principles and other initiatives that would advance more efficient land use patterns and increase real estate values consistent with adopted plans and urban planning goals for the downtown area of the City of Los Angeles and the region including the land use strategies included in the 2020 RTP/SCS aimed to focus most of new housing and job growth in high-quality transit areas such as the area surrounding LAUS. Investment in improved public transit systems that promote transit-oriented developments would also contribute toward achieving state and regional air quality and greenhouse gas (GHG) reduction goals. Additionally, the Build Alternative could further support the General Plan of Los Angeles' goals and policies that support development of an HSR system to achieve their economic development goals; therefore, no indirect adverse effect would occur.

6.2 Community Facilities and Public Services

The following topics were evaluated for the Build Alternative to determine the potential for beneficial or adverse effects:

- A. Community Facilities
- B. Government Services
 - i) Fire Protection
 - ii) Police Protection
- C. Population Growth

6.2.1 Community Facilities

No Action Alternative

The No Action Alternative would not include any Project-related changes to existing environmental conditions. The No Action Alternative would not include construction of any Project-related improvements, therefore there would be no temporary access restrictions to community facilities within the Project study area as no lane closures or detours would be required. Reasonably foreseeable future projects along with other maintenance activities in the railroad ROW would still occur under the No Action Alternative. Changes to community facilities related to other projects could incrementally increase the demand for community facilities, depending on the proposed project type. The context and intensity of effects would vary based on the location of the other proposed developments and the extent to which community facilities are physically impacted are based on the location of other construction-related activities. Maintenance activities in the railroad ROW would be subject to applicable Metro requirements and are not expected to

affect community facilities given the nature of ongoing maintenance activities in the railroad ROW. Therefore, no direct or indirect effects would occur under the No Action Alternative.

Build Alternative

Direct Effects – Construction

As discussed in Section 6.1.3, construction of the Build Alternative would occur in multiple phases and stages. Traffic detours for street closures on Vignes Street and Cesar Chavez Avenue would be required in Segment 1, and Commercial Street and Vignes Street in Segment 3 would remain open but may be subject to temporary construction conditions.

During construction, access to community facilities within the Project study area such as parks and recreational centers, public or publicly funded schools, childcare centers, health care facilities, libraries and places of worship would be temporarily affected as a result of reduced lane widths, closures, and detours located throughout the construction zone; thereby requiring alternate access routes to be taken to each facility, respectively. This is considered a temporary adverse effect. Access to community facilities outside the Project study area is expected to be maintained because temporary roadway closures and detours would occur within the limits of the Project study area. Mitigation Measure TR-1 (described in Chapter 7.0) requires a TMP to be prepared to minimize construction related vehicular traffic delays. The TMP requires implementation of site-specific detours to maintain peak traffic flow to the degree feasible, posting advance notices throughout the Project study area prior to construction, and adjusting signal timing at affected intersections where necessary. Upon implementation of Mitigation Measure TR-1, no direct adverse effect would occur during construction.

Direct Effects – Operations

The Build Alternative is a transportation improvement project that does not include housing and would not generate population growth directly or increase the demand for community facilities including but not limited to parks and recreational centers, public or publicly funded schools, childcare centers, health care facilities, libraries, and places of worship. Additionally, there are no parks, schools, childcare centers, libraries or places of worship within the Project footprint that would be permanently displaced, altered, or physically impacted. Operation of the Build Alternative would not restrict access to community facilities or disrupt the basic functions of the facilities identified in the Project study area. There would be no permanent roadway closures that would restrict access to any community facility within the Project study area. No direct adverse effects on community facilities would occur during operation.

Indirect Effects – Construction and Operations

Applicable screening distances were used to identify where noise and vibration-sensitive land uses are located based on the proximity to proposed infrastructure. Community facilities within the socioeconomic planning area including parks, schools, childcare centers, healthcare facilities, libraries, and places of worship were all considered. At the Metro Gateway Childhood Development Center, construction noise levels are expected to reach the City's 75 dBA limit.

Severe construction and operational noise impacts were identified at the William Mead Homes athletic field and the Care First Village playground/park; however, these two facilities are not classified as public parks, and public recreation is not the primary purpose or the intent of the William Mead Homes or Care First Village developments. Throughout construction, noise and vibration impacts would still be adverse after implementation of mitigation; however, during operation, sound walls would be implemented at these two locations in accordance with Mitigation Measure NV-1 to reduce operational noise impacts. No severe noise impacts were identified at any other public parks or community facilities. The residual impacts of construction noise and vibration on the two recreational areas at William Mead Homes and Care First Village, and the Metro Gateway Childhood Development Center that would remain after implementation of mitigation is considered an indirect adverse effect.

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP and the 2020 RTP/SCS: Connect SoCal. Over time, additional demand on community facilities may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to support the needed community facilities. No indirect adverse effect would occur.

6.2.2 Government Services – Fire and Police Protection

No Action Alternative

The No Action Alternative would not include any Project-related changes to existing environmental conditions. The No Action Alternative would not include construction of any Project-related improvements, therefore there would be no additional demand on government services including fire protection, law enforcement, and emergency service providers. Reasonably foreseeable future projects, along with other maintenance activities in the railroad ROW, would still occur. Increased demand for government services from other projects could occur incrementally, depending on the proposed project type. The context and intensity of effects would vary based on the location of the other proposed developments and the extent to which government services are impacted. Maintenance activities in the railroad ROW are not expected to cause impacts on government services during construction or operations. Therefore, no direct or indirect effects would occur under the No Action Alternative.

Build Alternative

Direct Effects – Construction

One fire station, Los Angeles Fire Department Fire Station 4, is located in the Project study area at 450 Temple Street in the Little Tokyo/Olvera Street/Chinatown community. Depending on the nature of the response, fire response may come from this location or from two to four of the surrounding fire stations. During construction, detours and street closures would be required in

each of the three segments of the Project study area; however, no detours or street closures would be required at or around Fire Station 4. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers.

Modifications to the Vignes Street Bridge and the Cesar Chavez Bridge would result in temporary closure of one lane in each direction for both roadways, although a minimum of one lane would be maintained throughout the duration of construction. Cesar Chavez Avenue and Alameda Street are designated as disaster routes, and US-101 is designated as a disaster route freeway. Construction activities in the vicinity of these affected roadways, especially US-101 and Alameda Street, would extend over multiple years and could interfere with emergency response and access if alternate routes are not identified and made available for police, fire, and emergency services personnel to utilize in the event of an emergency. As discussed in Section 6.1.3, not all the roadway closures would occur at the same time because construction activities would be phased in each of the three segments of the Project study area, and other roadways would be available to maintain access and connectivity in the event of an evacuation. Notwithstanding these circumstances, this is considered an adverse effect. Implementation of Mitigation Measure TR-1 requires the contractor to coordinate proposed detours and road closures with LADOT, Caltrans, private businesses, public transit and bus operators, emergency service providers, and residents and provide advance notice to roadway users of upcoming detours and road closures so that these areas can be avoided, or alternative routes can be taken. With the implementation of Mitigation Measure TR-1, no direct adverse effect would occur during construction.

Direct Effects – Operations

During operation, no effects on fire protection and/or law enforcement service ratios would occur because the Build Alternative would not directly generate an increase in population growth or substantial demand for these services. Increased patronage and employment at LAUS would result in a nominal increase in demand for police, fire, and emergency medical services; however, compared to the overall growth in downtown Los Angeles, and considering this growth is already planned for, the magnitude of the increased demand is low. The Build Alternative is located in a portion of the city with higher-than-average Los Angeles Fire Department service coverage with average response time of 5 minutes and 5 seconds (Los Angeles Fire Department 2023) from Los Angeles Fire Station 4 to LAUS. The Build Alternative would be constructed in accordance with all applicable fire codes set forth by the State Fire Marshall and Los Angeles Fire Department and Metro is coordinating with the Los Angeles Fire Department to address fire/life safety issues as part of the design of proposed infrastructure. The Los Angeles Fire Department, LASD, and Los Angeles Police Department already service the socioeconomic planning area, and because the Build Alternative is proposed in an urbanized area with adequate service coverage and will be built in accordance with all applicable fire codes it, the Build Alternative is not anticipated to directly affect service ratios, response times, or other performance objectives throughout operation. Upon completion of construction, no changes would be made to the identified evacuation routes as identified by the City of Los Angeles. No direct adverse effect would occur.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS. Over time, additional demand on government services may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to support the needed government services. No indirect effects that would affect emergency routes, increase response times, or limit access to the surrounding area for fire, police, and emergency responders would occur during construction and operations. Therefore, no indirect adverse effect would occur.

6.2.3 Population Growth

No Action Alternative

The No Action Alternative would not include any Project-related changes to existing environmental conditions. The No Action Alternative would not include construction of any Project-related improvements; therefore, there would be no increase in population growth because no new short-term construction or permanent jobs would be created. Reasonably foreseeable future projects, along with other maintenance activities in the railroad ROW, would still occur under the No Action Alternative. Population growth from other proposed projects could incrementally occur, depending on proposed project type. The context and intensity of effects would depend on the type and density of infill development. The context and intensity of effects would vary based on the location of the other proposed developments and the extent to which population growth are impacted. Maintenance activities in the railroad ROW are not expected to cause impacts on population growth during construction or operations. Therefore, no direct or indirect effects during construction or operation would occur under the No Action Alternative.

Build Alternative

Direct Effects – Construction

As discussed in Section 6.5 and the *Link US Economic and Fiscal Impact Assessment* (Metro 2025c), the construction phase would create short-term jobs for Los Angeles County. The Build Alternative is expected to generate approximately 23,619 job-years (representing more than \$1.7 billion in labor income) during the construction period⁵. While the Build Alternative would generate additional short-term employment opportunities during construction, there is a sufficient local work force within the City of Los Angeles and surrounding communities, as shown in Table 5-14. These temporary jobs would cease upon construction completion. Therefore, substantial population

⁵ This includes expenditures on professional services prior to Project approval and environmental documentation.

growth within the socioeconomic planning area associated with construction is not anticipated. No direct adverse effects on population growth would occur.

Direct Effects – Operations

The Build Alternative does not include new residential land uses. Proposed retail amenities at LAUS would generate additional employment opportunities, the majority of which are expected to be filled by residents of Los Angeles and surrounding communities. There would be no substantial increase in population as a direct result of the Build Alternative.

Based on the SCAG’s 2020 RTP/SCS, the Build Alternative would be located within a Priority Growth Area and High-Quality Transit Area. Operation of the Build Alternative would accommodate the anticipated growth that is planned for and identified in SCAG’s 2020 RTP/SCS and other local planning documents. No direct adverse effect would occur.

Indirect Effects

No indirect effects related to population growth would occur during construction because of the temporary nature of construction activities and the presence of local workers and housing in the City and County of Los Angeles. As discussed above, the Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Projected population growth would occur within a designated Priority Growth Area (SCAG 2020) with or without the additional infrastructure associated with the Build Alternative. The potential for induced growth to occur within Priority Growth Areas has already been captured at the local and regional level through the inclusion of the Project in the DCP and the 2020 RTP/SCS: Connect SoCal and has been analyzed at a programmatic level in the Programmatic Environmental Impact Report prepared for SCAG’s 2020 RTP/SCS, respectively. The SCAG 2020 RTP/SCS Programmatic Environmental Impact Report identifies impacts and mitigation for induced growth to assist cities and promote sustainable growth patterns. No indirect adverse effect would occur during construction or operation.

6.3 Community Character and Cohesion

Community character and cohesion was evaluated for the Build Alternative to determine the potential for beneficial or adverse effects and whether there would be physical, social, or perceived barriers within an established community or neighborhood as a result of the Build Alternative. Community cohesion is affected by infrastructure that may divide a community as a result of displacements and acquisitions of residential and nonresidential property and disruptions that may affect changes to the quality of life and/or viability of shopping areas enjoyed by residents in the Project study area.

Residential communities located in the Project study area include the William Mead Homes complex and the Care First Village (Segment 1), Mozaic Apartments (Segment 2), and One Santa Fe Apartments (Segment 3). Of these, only William Mead Homes was found to have potentially

high community cohesion characteristics based on observed conditions during site walks and feedback from the local residents.

No Action Alternative

The No Action Alternative would not include any Project-related changes to existing environmental conditions. No construction activities or construction traffic routing that would create physical or perceived barriers within the community, limit access to the facilities, or disrupt religious or cultural ceremonies would occur. Existing conditions within the Project study area and at LAUS would remain the same. Reasonably foreseeable future projects along with other maintenance activities in the railroad ROW would still occur. Impacts to community character and cohesion from other projects could occur incrementally, depending on the proposed project type. The context and intensity of effects would vary based on the location of the other proposed developments and the extent to which community character and cohesion are impacted. Maintenance activities in the railroad ROW are not expected to cause impacts on government services during construction or operations. Therefore, no direct or indirect effects would occur under the No Action Alternative.

Build Alternative

Direct Effects – Construction

Detours and temporary traffic disruptions during construction could cause access disruptions to circulation but would not create temporary barriers or change the character of the residential communities in Segments 1 and 2 of the Project study area because all construction activities would occur within and immediately adjacent to the railroad ROW or other existing transportation ROW, including US-101.

South of LAUS, no residential communities are present within the Project footprint and there are no shopping areas located in the Project study area. Community facilities such as places of worship that are located within the socioeconomic planning area but outside of the Project study area would not be affected by construction of the Build Alternative because there would be no construction activities or construction traffic routing that would create physical or perceived barriers within the community, limit access to the facilities, or disrupt religious or cultural ceremonies. Therefore, no adverse effect on community character and cohesion would occur in this area. No direct adverse effect would occur during construction.

Direct Effects – Operations

The Build Alternative would not permanently separate or sever residential populations from existing community facilities in the area or affect changes to the quality of life and/or viability of shopping areas after construction of proposed infrastructure. In Segments 1 and 2, all proposed infrastructure would occur within the railroad ROW and the general limits of LAUS on agency-owned property, and tracks would be in the same location as the existing tracks. South of US-101 in Segment 3, run-through track infrastructure would be located between Commercial Street and US-101, where undeveloped property currently exists.

There will be no permanent street closures affecting residential parcels. No residential communities would be displaced from the proposed infrastructure associated with the Build Alternative. Access and connectivity opportunities would be maintained, and upon implementation of Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) (described in Chapter 7.0), nonmotorized circulation and access in Segment 3 would be enhanced with improved connectivity and cohesion. Therefore, no direct adverse effect would occur during operation.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and 2020 RTP/SCS. The Build Alternative would not create physical or perceived barriers within the community, cause displacements that would change the quality of life, cause a change in population that affects the social or cultural character of the community, or affect quality of life to the extent that it would change community character. No indirect adverse effect would occur during construction or operation.

6.4 Utilities and Communications

The following topics were evaluated for the Build Alternative to determine the potential for beneficial or adverse effects:

- A. Energy demand
- B. Water supply and infrastructure
- C. Wastewater treatment capacity and infrastructure
- D. Drainage facilities
- E. Solid waste collection and landfill capacity

6.4.1 Energy Demand (Gas and Electric)

No Action Alternative

There are existing electricity and natural gas infrastructure in the Project study area. The No Action Alternative would not include any Project-related changes to existing environmental conditions. LADWP would continue to provide electricity service and SoCalGas would continue to provide natural gas service to LAUS. Reasonably foreseeable projects, as described in Section 3.16 of the EIS, would still occur under the No Action Alternative along with the other maintenance activities in the railroad ROW. Changes related to energy demand and infrastructure from other proposed projects could incrementally affect energy demand and infrastructure, depending on the proposed project type and energy demand.

The population in Los Angeles County is projected to grow. An increase in population would increase the demand for energy. Peak- and base-period electricity demand would increase and require additional generation and transmission capacity. According to the CEC Demand Analysis Office (CEC 2018), the average annual growth rate for statewide electricity demand between 2017 and 2030 is forecast to increase between 0.30 percent (low energy demand) and 1.52 percent (high energy demand). The CEC analysis included forecasts that considered impacts (beneficial and adverse) of approved efficiency programs, climate change, electric vehicle use, other electrification projects (including port projects and HSR), and demand response (time-of-use pricing) programs.

The context and intensity of effects would vary based on the location of other proposed developments and the extent to which energy demand and infrastructure are disrupted in the Project study area. Although other projects within the Project study area and within the City of Los Angeles would continue to be constructed, each project would be required to undergo separate environmental review to adhere to increasingly stringent operational energy efficiency standards and legislation as jurisdictions strive to meet their respective sustainability goals. Therefore, no direct or indirect adverse effects would occur from the No Action Alternative.

Build Alternative

Direct Effects – Construction

During construction of the Build Alternative, consumption of energy would occur in two general forms: fuel energy consumed by construction vehicles and other equipment, and bound energy used in the manufacturing and processing of construction materials such as steel, concrete, pipes, lumber, and glass. Energy in the form of fuels used for construction vehicles and other equipment would be used during site excavation, grading, and all other construction-related activities, including transporting construction materials and supporting majoring staging areas, field offices, and security lighting. The Build Alternative would require 495,238 gallons of gasoline and 3,832,698 gallons of diesel in total. From a consumption perspective, the use of diesel and gasoline for construction are comparable to other urban construction projects, would be temporary in nature, and would not represent a substantial, permanent, or unnecessary use of energy. Further, the Build Alternative is generally consistent with the federal, regional, state and local plans, policies, and controls relative to expansion of transportation options and increased rail service, by reducing energy demand from taking commuters off the road. In addition to supporting Metrolink's implementation of the Southern California Optimized Rail Expansion (SCORE) Program, the Build Alternative is necessary to implement the goals and objectives of multiple planning documents that guide future growth in rail operations, including the following:

- 2050 California Transportation Plan (Caltrans 2021)
- 2020-2045 RTP/SCS: Connect SoCal (SCAG 2020)
- 2018 California State Rail Plan (Caltrans 2018)
- 2022 Business Plan (CHSRA 2022)

To minimize energy consumption, the construction contractor would be required to implement standard BMPs in accordance with Metro's Green Construction Policy. The Green Construction Policy was updated in 2018 requiring contractors to use renewable diesel for all diesel engines to reduce the negative health impacts from diesel exhaust. Additionally, implementation of Mitigation Measure AQ-1 (Fugitive Dust Control) (described in Chapter 7.0) also requires the use of bulk renewable diesel fuel to reduce energy consumption. Renewable diesel is a petroleum-free substitute fuel for diesel engines. It is produced from 100 percent renewable and sustainable materials and is more efficient and cleaner burning than conventional petroleum (Metro 2018). Metro's Green Construction Policy also requires the following BMPs (Metro 2018c):

- Maintain equipment according to manufacturers' specifications
- Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use; and
- Use electrical power in lieu of diesel power, where available

Standard BMPs would be implemented by the contractor so that non-renewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner. Construction activities would not affect the availability of energy resources or conflict with initiatives for renewable energy or energy efficiency.

Existing utility services would be maintained throughout construction of the Build Alternative by relocating facilities into access roads and utility tunnels to protect the facility during construction and provide for increased efficiency for future maintenance activities. Modifications to utility infrastructure would be limited to relocations; no additional lines or substations would be required to construct the Build Alternative. However, during construction, one natural gas/petroleum fuel pipeline would be impacted along Commercial Street going north under US-101. This pipeline is proposed to be lowered in place and encased within the Project footprint and the run-through track ROW limits. Undergrounding and trenching activities involved in the lowering of this pipeline would not result in substantial disruptions or affect the service of the existing infrastructure as all services would be maintained throughout the construction period. Furthermore, any disruptions of utility service would be temporary, and disruption of service would be coordinated with LADWP and Southern California Gas Company during final engineering design to avoid and/or minimize potential conflicts during construction. Therefore, energy use would increase temporarily during construction, but a substantial demand on regional energy supply and new infrastructure would not be required. No direct adverse effect would occur during construction.

Direct Effects – Operations

Operation of the Build Alternative would efficiently utilize energy resources and would not conflict with initiatives for renewable energy or energy efficiency. Electricity would be required to provide lighting along the track alignment, at the concourse, and under bridges for safety purposes. As shown in Table 5-23, total railroad electricity consumption is expected to grow by only 2.61 percent through 2040 and would total less than 0.5 percent of LADWP's total supply through the 2040 planning horizon year (CEC 2020b). Proposed infrastructure as part of the Build Alternative

is not expected to result in a substantial increase in demand for energy that would require construction of new gas or electric facilities or expansion of existing facilities.

The concourse-related improvements would be designed to comply with applicable mandatory provisions of the most recent CALGreen Code, in accordance with the City of Los Angeles Green Building Code. CALGreen also includes a variety of measures for energy reduction, renewable energy, water usage, and construction waste disposal and recycling, such as providing areas for recycling paper and plastic. In addition, the concourse-related improvements would be designed to comply with the Metro Energy and Sustainability policy and achieve at least a Leadership in Energy and Environmental Design® (LEED®) Silver rating. The LEED® rating accounts for sustainable sites, energy efficiency, water efficiency, materials and resource use, indoor environmental quality, emissions, and environmental management.

Proposed design features, such as reflective roofing and skylights, would assist in the reduction of energy demands. The sustainability framework of the concourse-related improvements targets energy efficiency, water conservation, well-being, site planning, and resource management. Given the sustainability initiatives that are planned to be incorporated into the concourse-related improvements, a negligible effect on energy resources is expected. Operation of the concourse would not result in unnecessary consumption of energy resources or conflict with initiatives for renewable energy or energy efficiency. No direct adverse effect would occur during operations.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and the 2020 RTP/SCS. Over time, additional energy demand may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to support the needed energy demand.

The Build Alternative would accommodate current and anticipated future increases in rail/transit for the region, resulting in an indirect beneficial effect on energy resources.

Additionally, the improvement in rail/transit service and connectivity between the different modes of transportation would encourage more individuals to use public transit services, directly reducing the number of personal vehicles on the roads. The Build Alternative is necessary to implement the goals and objectives of multiple planning documents such as the SCORE Program that guide future growth in the region. Further, capacity enhancements associated with the Build Alternative would indirectly reduce the number of vehicles on the road and indirectly alter regional on-road motor vehicle travel. This would reduce gasoline and diesel fuel consumption, thereby resulting in desirable energy benefits. The increase in passenger transit use over vehicles and increased rail system efficiency would contribute to achieving state and regional air quality and GHG

reduction goals. Indirect effects of the Build Alternative relative to energy resources would be beneficial.

6.4.2 Water Supply and Infrastructure

No Action Alternative

Water service for LAUS and the surrounding area is provided by LADWP. The No Action Alternative would not include any Project-related changes to existing environmental conditions. Water service for LAUS would continue to be provided by LADWP. The No Action Alternative would not include construction of any Project-related improvements, therefore there would be no additional water demand related to construction. The No Action Alternative would result in slight increases in demand for water at LAUS as an increase in passengers is expected through 2040.

The Project study area is within the City of Los Angeles' DCP area. As described in the Final EIR for the DCP, implementation of the DCP is forecast to increase water demand in the Downtown Plan area by approximately 25 mgd (28,000 acre-feet of water per year [AFY]), representing an increase of 90 percent from existing conditions. However, based on the City's Urban Water Management Plan, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040) (Los Angeles Department of City Planning 2022a).

Reasonably foreseeable projects, as described in Section 3.16 of the EIS, would still occur under the No Action Alternative along with the other maintenance activities in the railroad ROW. Changes to water supply and water infrastructure from other proposed projects could incrementally affect water resources, depending on the proposed project type and water demand. The context and intensity of effects would vary based on the location of other proposed developments and the extent to which water infrastructure and supply are disrupted in the Project study area. Maintenance activities in the railroad ROW or on vacant areas would be subject to applicable Metro requirements and all other infill would be subject to CEQA and NEPA reviews and applicable local entitlements, as applicable. In addition, new water service requests, either temporary or permanent will be subject to the Water Service Request process with the LADWP to ensure there is adequate water supply and conveyance infrastructure for long term operations within its jurisdiction (LADWP 2023). Therefore, no direct or indirect effects during construction or operation would result from the No Action Alternative.

Build Alternative

Direct Effects – Construction

Construction of the Build Alternative would require the use of locally available water supplies from the LADWP. During construction of each phase, water would be required for various activities, such as controlling dust, compacting soil, and mixing concrete. In the absence of recycled water supplies, potable water would be required for construction purposes.

Assuming that all Project elements were constructed concurrently, construction of the Build Alternative would require up to 63,000 gallons of water per day or 70.5 AFY (HDR 2016). Based on this anticipated water demand, and in the context of the supplies available to LADWP (up to 642,600 AFY in 2025 and 678,800 AFY in 2035), water demand for construction of the Build Alternative would represent a nominal 0.011 and 0.010 percentage of LADWP's available supply in 2025 and 2035, respectively. Additionally, the contractor would be required to implement Metro's General Management Water Use and Conservation Policy, which outlines guidance for potable water use during construction.

During construction of the Build Alternative, several LADWP water utility lines in Segments 1 and 3 of the Project study area would be abandoned, relocated, or extended to accommodate proposed infrastructure. Abandonment, relocation, or extension of water utility lines would not decrease service capacity in the Project study area because other water utility lines would be made available to support existing land uses. Changes to water utility infrastructure would be designed and constructed to increase capacity and improve service. However, construction of the Build Alternative would require the temporary service disruptions to LADWP's industrial, commercial, and residential customers. However, construction-related disruptions would be coordinated with utility service providers, including the LADWP, in advance to distribute public notification prior to temporary service shutdowns and to minimize interruptions to the greatest extent feasible or, if feasible, to avoid interruptions altogether.

Given the above, sufficient water supplies are expected to be available throughout construction of the Build Alternative. Although impacts on water conveyance infrastructure would occur, they would be intermittent, temporary in nature, and minimized to the extent feasible. No direct adverse effect would occur.

Direct Effects – Operations

Projected water demand was determined based on the increase in demand over existing conditions, and the anticipated increase in train volumes and associated passenger demand from implementation of proposed infrastructure. The incremental increase in water demand would occur over at least 20 years in correlation to the forecasted increase in train trips and associated ridership at LAUS.

The projected total water usage from new Metrolink, Amtrak, and HSR passengers is estimated to be approximately 30 AFY at build-out condition (in 2031) and approximately 47 AFY in 2040, both of which represent an increase above the 2016 baseline conditions of approximately 20 AFY. Operation of the Build Alternative would require 25 AFY, 30 AFY, and 47 AFY of water in 2026, 2031, and 2040, respectively. However, the LADWP's water supply forecast through the 2040 planning horizon estimates approximately 642,600 AF, 660,200 AF, and 697,800 AF of available water in 2025, 2030, and 2040, respectively. As such, water demand for the operation of the Build Alternative would represent a nominal proportion of LADWP's available water supplies through 2040.

To support the policies listed in Metro’s Water Action Plan, the planning, design, and construction of the Build Alternative would address minimum requirements for water conservation, and concourse-related improvements would be designed to comply with the Metro Energy and Sustainability policy to achieve at least a Leadership in Energy and Environmental Design Silver rating. The Build Alternative would be consistent with existing and planned land uses (Section 6.1) and is also anticipated to have been accommodated for within the LADWP’s urban water management plan projections for water supply and demand through 2040.

As such, the Build Alternative would have sufficient water supplies available from existing LADWP entitlements and resources to support operation. No direct adverse effect would occur.

Indirect Effects

The water demand estimates provided above include all direct and indirect water demands that would be required to implement the Build Alternative (Construction and Operation). The Build Alternative accommodates future train movements that operators have envisioned as part of the SCORE Program and 2018 California State Rail Plan. Metrolink and Amtrak’s maintenance program, which includes train washing, would occur off-site. The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and the 2020 RTP/SCS. Over time, additional water demand may occur; however, LADWP is anticipated to be able to accommodate future demand through 2040. No indirect adverse effect would occur.

6.4.3 Drainage Facilities

No Action Alternative

There is existing drainage infrastructure within the Project study area. The No Action Alternative would not include any Project-related changes to existing environmental conditions. The No Action Alternative would not include construction of any Project-related improvements, therefore there would be no grading and excavation activities that could have direct impacts on drainage capacity and infrastructure. There would also be no increase in impervious surfaces that could cause a decrease in infiltration and increase to the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure.

The Project study area is within the City of Los Angeles’ Downtown DCP area. As described in the Final EIR for the DCP, reasonably anticipated growth under the DCP would not cause a substantial increase in peak flow rates or volumes that would exceed the capacity of existing stormwater facilities. In addition, compliance to the City’s Low Impact Development (LID) Ordinance would ensure that any future development resulting from implementation of the DCP would not require construction of new stormwater drainage facilities and or expansion of existing

facilities beyond specific improvements needed for individual development projects (Los Angeles Department of City Planning 2022a).

Reasonably foreseeable projects, as described in Section 3.16 of the EIS, would still occur under the No Action Alternative along with the other maintenance activities in the railroad ROW. Changes to drainage capacity and infrastructure from other proposed projects could incrementally affect drainage, depending on the proposed project type and volume of stormwater. The context and intensity of effects would vary based on the location of other proposed developments and the extent to which stormwater infrastructure and drainage are disrupted in the Project study area. Maintenance activities in the railroad ROW or on vacant areas would be subject to applicable Metro requirements and all other infill development would be subject to CEQA and NEPA reviews, as applicable. In addition, most new construction within the City of Los Angeles would need to obtain a General Permit for Discharges of Storm Water and submit project documents for review to the City of Los Angeles through the LID Plan Check Portal, for approval to ensure that new development complies with the City's stormwater management strategy (City of Los Angeles 2023). Therefore, no direct or indirect effects during construction or operation would result from the No Action Alternative.

Build Alternative

Direct Effects – Construction

The Build Alternative would require substantial amounts of grading and excavation, which would have direct impacts on prevailing drainage patterns, as well as on the rate and volume of stormwater runoff entering the public storm drain system. Construction-related changes in drainage patterns, including increases in the volume and rate of runoff, would result in impacts on the capacity of the existing storm drain infrastructure. Effects could be adverse if not properly managed. Implementation of Mitigation Measure HWQ-1 (described in Chapter 7.0) requires the preparation and implementation of a SWPPP by a Qualified SWPPP Developer. The SWPPP will include construction site BMPs designated for soil stabilization and sediment control, including, but not limited to, temporary measures such as stabilized construction entrances/exits, a move in/move out, silt fences, hydraulic mulch, concrete washouts, fiber rolls, and inlet protection measures, required as part of the SWPPP would actively control sediments and stormwater discharges to the public storm drain system during construction of the Build Alternative. Upon implementation of Mitigation Measure HWQ-1, no direct adverse effect would occur during construction.

Direct Effects – Operations

Operation of the Build Alternative would result in a 5.44-acre increase in the total area of impervious surfaces within the Project study area. An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. This is considered an adverse effect. Mitigation Measures HWQ-2, HWQ 3, and HWQ 4 (described in

Chapter 7.0 and summarized below) include provisions for post construction BMPs to minimize the potential for adverse operations effects on storm drain systems.

- Mitigation Measure HWQ-2 requires Metro to comply with the provisions of the Caltrans Municipal Separate Storm Sewer System (MS4) Permit (Order Number 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ), and any applicable provisions of the Caltrans Stormwater Management Plan for long-term BMPs.
- Mitigation Measure HWQ-3 requires Metro to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), (known as the Phase II permit), for the portion of the project outside Caltrans ROW.
- Mitigation Measure HWQ-4 requires Metro to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004) (known as the Phase I Permit). Metro will be required to prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.

The Build Alternative includes capture and use BMPs (cistern), bioretention BMPs and impermeable liners to convey the underdrains, and structural BMPs (Contech Jellyfish Filter) that would provide permanent stormwater control and treatment. These BMPs are described in detail in Section 4.0 of the *Link US Water Quality Assessment Report*.

Additionally, because Caltrans, Metro, and CHSRA have jurisdiction over various areas of runoff from the US-101 and other portions of the Project study area, each agency is anticipated to implement different post-construction BMPs, based on applicable regulations, and each agency would retain partial responsibility for long-term maintenance of BMPs. Implementation of Mitigation Measures HWQ-2, HWQ-3, and HWQ-4 (described in Chapter 7.0) would minimize potential stormwater runoff resulting from an increase in impervious surface area by implementing BMPs to capture or divert stormwater resulting from the Build Alternative. Upon implementation of Mitigation Measures HWQ-2, HWQ-3, and HWQ-4, no direct adverse effect would occur during operation.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and the 2020 RTP/SCS. Over time, additional demand for drainage capacity may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to

support the needed drainage capacity. Furthermore, proposed infrastructure would be constructed in accordance with standard engineering practices including the 2019 California Building Code and compliance to NPDES Waste Discharge Requirements. Therefore, no indirect effects related to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff are anticipated to occur during construction or operations. No indirect adverse effect would occur.

6.4.4 Wastewater Treatment Capacity and Infrastructure

No Action Alternative

There is existing sewer infrastructure within the Project study area. The No Action Alternative would not include any Project-related changes to existing environmental conditions. The No Action Alternative would not include construction of any Project-related improvements; therefore, it would not require the relocation, reconfiguration, and/or replacement of sanitary sewer pipelines and there would not be any disruption to current sewer service. The No Action Alternative would result in slight increases in demand for wastewater service at LAUS as an increase in passengers is expected through 2040. However, the Hyperion Treatment Plant has additional treatment capacity during normal and dry conditions and adequate wastewater services would be available to support the No Action Alternative.

The Project study area is within the City of Los Angeles' Downtown DCP area. As described in the Final EIR for the DCP, implementation of the DCP would increase demand for wastewater collection and treatment. However, it was noted that the Hyperion Water Reclamation Plant would be able to adequately treat sewage and the treatment requirements of the Regional Water Quality Control Board (RWQCB) would not be exceeded. In addition, the City of Los Angeles is proactively undertaking capital improvement projects to enhance and expand capacity of treatment plants in the City (Los Angeles Department of City Planning 2022a).

Reasonably foreseeable projects, as described in Section 3.16 of the EIS, would still occur under the No Action Alternative along with the other maintenance activities in the railroad ROW. Changes to wastewater capacity and infrastructure from other proposed projects could incrementally affect wastewater, depending on the proposed project type and level of disturbance. The context and intensity of effects would vary based on the location of other proposed developments and the extent to which wastewater infrastructure is disrupted in the Project study area. Maintenance activities in the railroad ROW or on vacant areas would be subject to applicable Metro requirements and all other infill would be subject to CEQA and NEPA reviews, as applicable. Therefore, no direct or indirect effects during construction or operation would result from the No Action Alternative.

Build Alternative

Direct Effects – Construction

Construction of the Build Alternative would require involve relocation, reconfiguration, and/or replacement of sanitary sewer pipelines within the limits of the Project footprint. Prior to temporary interruption of sewer service, existing sanitary sewer lines would be redirected so that service can be continued and maintained during construction. Existing utilities within the platform area would be relocated and placed within access roads and utility tunnels to provide more efficient access for future maintenance. Metro is coordinating potential service disruptions with the applicable service providers, including LASAN and Los Angeles Bureau of Engineering, to avoid or minimize disruptions to surrounding customers. No direct adverse effect would occur during construction.

Direct Effects – Operations

Operation of the Build Alternative would result in slight increases in wastewater generation rates at LAUS as an increase in passengers is expected through 2040. However, operation of the Build Alternative would not increase the demand for wastewater treatment facilities. The Build Alternative does not include construction of any habitable, residential structures that would contribute to significant increases in local demand for wastewater treatment services and infrastructure. Passengers use LAUS for transportation and are not expected to contribute substantial increases in wastewater to the public sewer system above existing conditions. Additionally, the Hyperion Treatment Plant currently treats an average of 275 mgd of wastewater (LASAN 2016); however, the plant has the capacity to treat 450 mgd of wastewater in dry months and 850 mgd of wastewater in peak wet weather flows (LASAN 2020). The Hyperion Treatment Plant has sufficient additional capacity to treat approximately 175 mgd of wastewater in dry months and 575 mgd in wet months under existing conditions. Therefore, because the Build Alternative would not increase the demand of wastewater treatment facilities and the Hyperion Treatment Plant has additional treatment capacity during normal and dry conditions, adequate wastewater services would be available throughout operation of the Build Alternative. No direct adverse effect would occur during operations.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and the 2020 RTP/SCS. Over time, additional demand for sanitary sewer capacity may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to support the needed sanitary sewer capacity. No indirect adverse effects would occur during construction or operation.

6.4.5 Solid Waste Collection and Landfill Capacity

No Action Alternative

The No Action Alternative would not include any Project-related changes to existing environmental conditions. LASAN would continue to collect solid waste at LAUS. The No Action Alternative would not include construction of any Project-related improvements; therefore, no construction waste would be generated. Railway passengers at LAUS are expected to continue to generate a negligible amount of solid waste. Solid waste would continue to be disposed of at the Scholl Canyon Landfill (until it closes in December 2025) or Burbank Landfill Site No. 3. Reasonably foreseeable projects, as described in Section 3.16 of the EIS, would still occur under the No Action Alternative along with the other maintenance activities in the railroad ROW. Changes to solid waste collection and landfill capacity and infrastructure from other proposed projects could incrementally affect solid waste collection and landfill capacity, depending on the proposed project type and solid waste generation. The context and intensity of effects would vary based on the location of other proposed developments and the extent to which solid waste collection and landfill capacity are disrupted in the Project study area. Maintenance activities in the railroad ROW or on vacant areas would be subject to applicable Metro requirements and all other infill would be subject to CEQA and NEPA reviews, as applicable. In addition, new development within the City of Los Angeles would be required to comply with applicable ordinances to divert solid waste from landfills including the Los Angeles C&D Waste Recycling Ordinance and CALGreen. Therefore, no direct or indirect effects would result from the No Action Alternative.

Build Alternative

Direct Effects – Construction

Construction of the Build Alternative would generate construction waste from the removal of existing infrastructure, (e.g., roadways, track work, concrete, etc.) including concrete, brick, asphalt, railway basalt, and other construction waste. The Build Alternative is estimated to generate approximately 300,319 cubic yards of construction solid waste (HDR 2023). During construction of the Build Alternative, the contractor would be required to comply with the Los Angeles C&D Waste Recycling Ordinance and CALGreen regarding solid waste materials and resource efficiency. After recyclable materials are removed from the C&D waste, nonrecyclable materials from the construction sites would likely be transferred to either the Scholl Canyon Landfill or Burbank Landfill Site No. 3. The contractor is required to divert up to 75 percent of all C&D waste from the Scholl Canyon or Burbank Site No. 3 landfills.

The Scholl Canyon Landfill is a Class III landfill that has a remaining capacity of 7,300,000 million cubic yards (3,500,000 million tons), which takes into account settlement, volume occupied by daily cover, and the air space occupied by the soil stockpile. Based on the 2018 average daily tonnage, the remaining life of the landfill is estimated to be 12 years and 6 months. As a result, closure of Scholl Canyon Landfill is projected to occur in 2025 (Glendale News-Press 2022). Due to Scholl Canyon Landfill's projected closure date in 2025 (during Project construction), the

remainder of C&D waste and non-recyclable materials from construction would be transferred to the Burbank Landfill Site No. 3. The Burbank Landfill Site No. 3 is also a Class III landfill that has a daily tonnage limit of 240 tons per day, a remaining capacity of 5,000,000 cubic yards, and an expected closure date of 2053 (Los Angeles County Health Agency 2020; CalRecycle 2010). It is estimated that the total volume of construction waste would be approximately 300,319 cubic yards before recycling (approximately 6 percent of the total remaining capacity of the Burbank Landfill Site No. 3). After diversion, construction waste would occupy approximately 4.5 percent of the total remaining capacity of the Burbank Landfill Site No. 3. Solid waste produced during construction of the Build Alternative could be accommodated by existing landfills. No direct adverse effect would occur during construction.

Direct Effects – Operations

Proposed infrastructure associated with the Build Alternative would not generate a substantial amount of solid waste throughout operations. Solid waste generated throughout operations would typically include household waste (such as paper, cardboard, and plastics) and other debris that would be disposed of by rail passengers or that may accumulate along the railroad ROW. Railway passengers are expected to generate a negligible amount of solid waste compared with existing conditions.

Disposal of solid waste would occur during ongoing maintenance activities and in accordance with applicable federal, state, and local regulations for solid waste disposal. As standard practice during ongoing operations, materials would be segregated prior to disposal at a certified recycling facility. Additionally, the existing landfill capacity through the Horizon Year (204-) would be adequate for the solid waste generated from ongoing maintenance activities along the railroad ROW. No direct adverse effect would occur during operation.

Indirect Effects – Construction and Operations

The Build Alternative is anticipated to foster land use changes via transit-oriented development at LAUS and within the surrounding areas. Future growth around LAUS would be attributable to the Build Alternative (induced growth); however, future transit-oriented development and growth around LAUS is already planned for, and environmental impacts have been evaluated at a programmatic level, as part of multiple planning documents including the ADSP, the DCP, and the 2020 RTP/SCS. Over time, additional solid waste capacity may occur. It is expected that future growth would be subject to development impact fees or an equivalent mechanism to support the needed solid waste capacity. No indirect adverse effect would occur during construction or operation.

6.5 Economic Effects

Economic effects were evaluated for the Build Alternative to determine the impacts from short-term construction spending, as well as long-term incremental operating and maintenance spending required to support the concourse-related improvements and passenger support services at LAUS. The potential job loss and lost property tax revenues are also considered due

to the required ROW acquisitions. These negative effects are compared with the expected job creation and generation of sales and property tax revenues from the concourse-related improvements and new retail activity.

6.5.1 No Action Alternative

Under the No Action Alternative, construction of the proposed infrastructure would not occur, and no ROW acquisitions would be required. There would be no associated loss in jobs and property taxes due to business displacements. However, there would also be no net gain in jobs and tax revenues from the concourse-related improvements.

No new construction would occur under the No Action Alternative and the existing stub-end rail configuration at the LAUS would remain. As a result, there would be no economic impacts from construction spending.

Metro would not increase operational capacity at LAUS to meet the demands of the broader rail system. Operations would remain unchanged, and therefore, the additional retail, janitorial, engineering, and security jobs expected from the Build Alternative would not be realized. The expected follow-on effects (output, value-added, labor income, and taxes) from these long-term jobs would also not be generated. No changes to employment, income, and tax revenue projections presented in the affected environment would occur under the No Action Alternative. Therefore, no direct or indirect effects would occur under the No Action Alternative.

6.5.2 Build Alternative

Construction

The Build Alternative would have a beneficial effect on the local economy during construction through generation of employment, labor income, and federal, state, and local tax revenues. Capital expenses incurred locally during the construction phase would result in direct, indirect, and induced economic effects. Capital expenditures during the interim condition are expected to be \$1.93 billion for the Build Alternative. During the full build-out condition, an additional \$1.35 billion of construction spending is expected for the Build Alternative.

As shown in Table 6-3, the Build Alternative is expected to generate 33,536 job-years (representing more than \$2.4 billion in labor income) during the construction period. It is expected to create \$5.23 billion in output (including \$2.8 billion in value added) and \$0.7 billion in total federal, state, and local tax revenues⁶. On average, every dollar of capital expenditure would generate an additional \$0.78 in Los Angeles County (i.e., the output multiplier is 1.78). During construction, beneficial economic impacts would occur as a result of the Build Alternative because it would generate employment, labor income, and tax revenues.

⁶ Detailed information on construction sales tax revenue is not available.

An in-depth analysis of economic and fiscal effects of the Build Alternative can be found in the *Link US Economic and Fiscal Impact Assessment (Metro 2025c)*.

Table 6-3. Total Construction Economic Impacts by Type and Metric

(\$2019 Million)

Impact Metric	Direct	Indirect	Induced	Total
Output	\$2,753	\$1,121	\$1,356	\$5,229
Value added	\$1,330	\$659	\$834	\$2,823
Labor income	\$1,517	\$438	\$477	\$2,432
Employment (job-years)	18,226	6,266	9,044	33,536
Taxes	—	—	—	\$746

Source: Link US Economic and Fiscal Impact Assessment

Notes:

Totals are rounded for reporting purposes.

Results are reported in constant dollars of 2019 (i.e., the year the analysis was conducted).

With the exception of the displacements discussed below, businesses are not anticipated to be impacted by construction activities. Most construction activities take place within existing ROW. There are no businesses that are currently accessed from the affected portions of North Vignes Street or Cesar Chavez Avenue that will experience a temporary closure of one lane and sufficient detours will be provided to maintain motorized and non-motorized travel through the area. Access to all businesses along adjacent segments of these affected roadways would be maintained. Businesses located south of Commercial Street adjacent to the Project footprint are destination-based businesses, including a large-scale cannabis dispensary, an adult entertainment establishment, parking facilities, and street food vendors. These businesses are not noise or vibration sensitive land uses. Full access to these businesses and associated parking would be maintained. Although short-term overnight closures of the southbound ramps at Commercial Street would be necessary to erect and dismantle falsework during construction of the US-101 Viaduct, alternate access would be provided to businesses along Commercial Street via local roads. With implementation of Mitigation Measure TR-1 that requires preparation of a Construction Traffic Management Plan and advanced notification of construction activities to businesses, no direct adverse effect would occur.

Direct, Indirect, and Induced Effects – Operations

Business Displacements

The Build Alternative may require the full or partial acquisition of several parcels and the subsequent demolition of up to 34,784 square feet of building space associated with Amay’s Bakery and 122,050 square feet of building space associated with the Life Storage Self Storage

facility (Table 6-4). Details regarding these businesses (occupant, type, name, and estimated number of employees) are included in the *Link US Economic and Fiscal Impact Assessment* (Metro 2025c). Unlike residential occupants, businesses are referred to, not offered, potential and/or suitable replacement sites pursuant to Metro’s Relocation Assistance Program.

Based on the methodology in the *Link US Relocation Impact Report* (Metro 2025d), acquisitions and demolition of industrial/commercial buildings are expected to result in the loss of up to 60 jobs. Given that there is available land within the Project study area and that industrial businesses may not be dependent on local patronage, some relocation of businesses could be assumed (*Link US Relocation Impact Report*). A national business relocation survey conducted by O.R. Colan Associates in 2010 (Federal Highway Administration 2010) found that, on average, 67 percent of displaced businesses were eligible to receive relocation financial assistance. With this level of business relocation, the resulting number of jobs lost would decrease to approximately 20. Relocation costs and schedule will be determined during final design of the Project.

Table 6-4. Business Displacements and Job Loss - Build Alternative

Type of Business	Build Alternative	
	Number of Businesses	Total Building Square Feet
Commercial	1	122,050
Industrial/manufacturing	3	34,784
Total displacements	3	156,834
Estimated job loss	40 to 60	—

Tax Revenue⁷

Property tax would be lost from the properties that would be fully or partially acquired within the Project study area that have active businesses. The acquisition would lead to property tax revenue losses to Los Angeles County and local jurisdictions in which the land parcels are located. In fiscal year 2019, the property taxes levied on these parcels amounted to \$335,221; all of which would be considered lost property tax revenue representing less than 0.5 percent of total property taxes levied in Los Angeles County⁸ (assuming that all businesses on the parcels would be permanently displaced [worst-case scenario]). The required parcel acquisitions would result in an ongoing loss of existing property tax revenues. See the *Link US Economic and Fiscal Impact Assessment* (Metro 2025c) for a detailed discussion of property tax impacts. Implementation of

⁷ The impact on sales tax revenues cannot be estimated accurately, therefore information on sales tax revenue is not provided.

⁸ Property taxes levied in Los Angeles County in Fiscal Year 2019 amounted to \$17.9 billion (County of Los Angeles 2019).

the Build Alternative would not result in the loss of residential property tax revenues because there are no residential parcels planned for partial or full acquisition.

Overall, the Build Alternative is estimated to increase annual local government revenues by up to \$4.0 million (in 2019 dollars) based on known and quantifiable direct impacts. New revenues for city and county governmental entities in the form of increased property and sales tax are expected to be generated, as well as additional lease revenues from the expected addition of up to 160,000 square feet of transit-serving retail amenities. In the opening year, the concourse-related improvements under the Build Alternative are forecast to generate net operating income to Metro of about \$8.6 million in the first full year of operations at LAUS (2032 dollars). In addition, the proposed concourse-related improvements would generate nearly \$1.4 million in additional property taxes in the opening year. At the same time, the concourse would entail new operations costs for Metro.

Long-Term Jobs Created

An estimate of direct retail jobs created due to the Build Alternative was generated based on the 160,000 square feet of additional retail area. To estimate retail jobs, an average metric of 2.5 retail employees per 1,000 square feet was used. The number of additional operations jobs was estimated by Metro’s asset management consultant based on the need for operating the expanded concourse space.

The Build Alternative would generate an estimated 146 net new full-time equivalent positions by 2034 (1 full year after the planned HSR system is anticipated to be in operation [2033]). Operations would support the following:

- 96 net new full-time equivalent jobs in retail
- 50 new full-time equivalent jobs in janitorial, engineering, and security services

Once the planned HSR system is operational at LAUS, the number of long-term full time equivalent jobs would increase from 146 to 171 due to 25 additional positions that would be created to support expanded passenger rail services. While there would be changes to the type of businesses and jobs available at LAUS, the local economy would benefit from construction and operation of the Build Alternative in the form of greater property and sales taxes and new employment opportunities associated with LAUS.

These job projections are consistent with the economic growth analysis prepared for the 2020 RTP/SCS, which estimates new jobs would be generated annually from construction, maintenance, and operations expenditures associated with the Build Alternative, as well as the indirect and induced jobs that flow from those expenditures from all of the projects listed in the 2020 RTP/SCS (SCAG 2020).

Based on these circumstances, no adverse effect would occur during operation.

6.6 Community Analysis

This section provides an evaluation of potential effects related to minority communities, low-income communities, and non-minority communities within the Community Analysis Study Area (as presented in Section 3.1 Geographic Areas of Study) to determine potential disproportionate effects on minority communities, low-income communities, or non-minority communities and how such disproportionate effects may be avoided or minimized. The methods used to determine effects are presented in Section 3.4.6 Community Analysis.

All environmental topics were reviewed to identify those that would not result in adverse effects or would not result in adverse effects after mitigation, based on the analysis described in the EIS. The topics with no adverse effect were not considered for additional community analysis because there would be no potential for disproportionate and adverse effects to minority communities, low-income communities, or non-minority communities. Topics that would result in adverse effects were further evaluated to determine if and to what extent these adverse effects would affect minority communities, low-income communities, or non-minority communities (i.e., have the potential to be disproportionate and predominately borne by minority communities, low-income communities, or non-minority communities). Table 6-5 includes all topics and identifies which topics were eliminated from further community analysis and which were retained and discussed below.

Mitigation measures are proposed to avoid and minimize potential health impacts and impacts on communities. Metro would implement the following mitigation measures (described in Chapter 7.0) during construction and operation of the Build Alternative. As such, effects on minority communities, low-income communities, and non-minority communities are analyzed after the following mitigation measures are incorporated:

- Mitigation Measure TR-1: Prepare a Construction TMP
- Mitigation Measure AQ-1: Fugitive Dust Control
- Mitigation Measure AQ-2: Compliance with United States (U.S.) Environmental Protection Agency's (EPA) Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment
- Mitigation Measure AQ-3, Adaptive Air Quality Mitigation Plan
- Offsetting Mitigation Measure AQ-4: Construction Air Quality Monitoring at William Mead Homes
- Mitigation Measure AES-1: Aesthetic Treatments
- Mitigation Measure AES-2: Minimize Nighttime Work and Screen Direct Lighting (during construction)
- Mitigation Measure AES-3: Screen Direct Lighting and Glare (from permanent lighting and canopies)

- Mitigation Measure NV-1: Construct Sound Walls (at William Mead Homes and Care First Village)
- Mitigation Measure NV-2: Employ Noise- and Vibration-Reducing Measures during Construction
- Mitigation Measure NV-3: Prepare a Community Notification Plan for Project Construction
- Mitigation Measure LU-1: Enhance Neighborhood Connectivity
- Mitigation Measure GEO-1: Prepare Final Geotechnical Report
- Mitigation Measure TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)
- Mitigation Measure HWQ-1: Prepare and Implement a SWPPP
- Mitigation Measure HWQ-2: Final Water Quality Best Management Practice (BMP) Selection (Caltrans ROW)
- Mitigation Measure HWQ-3: Final Water Quality BMP Selection (Railroad ROW)
- Mitigation Measure HWQ-4: Final Water Quality BMP Selection (City of Los Angeles)
- Mitigation Measure HWQ-5: Comply with Local Dewatering Requirements
- Mitigation Measure HWQ-6: Comply with Local Dewatering Requirements for Contaminated Sites
- Mitigation Measure HWQ-7: Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses
- Mitigation Measure HAZ-1: Prepare a Construction Hazardous Materials Management Plan
- Mitigation Measure HAZ-2: Prepare a Project-wide Phase II Environmental Site Assessment (ESA; based on completed Phase I ESA)
- Mitigation Measure HAZ-3: Prepare a General Construction Soil Management Plan
- Mitigation Measure HAZ-4: Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)
- Mitigation Measure HAZ-5: Land Use Covenant (LUC) Sites and Coordination with the Department of Toxic Substances Control (DTSC)
- Mitigation Measure HAZ-6: Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered
- Mitigation Measure HAZ-7: Compliance with the City of Los Angeles Building Code Methane Regulation
- Mitigation Measure HAZ-8: Pre-Demolition Investigation

- Mitigation Measure CUL-1: Archaeological Treatment Plan (ATP)
- Mitigation Measure CUL-2: Built Environment Treatment Plan (BETP)
- Mitigation Measure PAL-1: Paleontological Mitigation Plan (PMP)
- Mitigation Measure PAL-2: Paleontological WEAP Training
- Mitigation Measure PAL-3: Curation

For this evaluation, a disproportionate and adverse effect on minority communities, low-income communities, or non-minority communities would occur if, after mitigation, the alternatives considered would:

- A. Result in an adverse effect that is predominantly borne by a minority community, low-income community, or non-minority community; or
- B. Result in an adverse effect that will be suffered by the minority community or low-income community and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority community or non-low-income community; or vice-versa for non-minority communities.

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Table 6-5. Summary of Effects for the Build Alternative				Topic Eliminated from Further Community Analysis
Resources	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Land Use	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Construction activities adjacent to residential communities could cause temporary land use incompatibilities (road detours, potential increases in light and glare, noise and vibration, and air quality emissions). No physical or perceived division of an established community would occur. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> New physical features adjacent to residential communities may introduce a potential land use incompatibility (retaining wall/sound wall and lighting from canopies). Conflicts with plans that promote neighborhood sustainability, connectivity, and nonmotorized connections from LAUS to Los Angeles River and conflicts with a policy and program related to goods movement and the flow of freight traffic. <p>Indirect: No Adverse Effect related to land use.</p>	<p>Construction:</p> <ul style="list-style-type: none"> TR-1: Prepare a Construction TMP. AES-2: Minimize Nighttime Work and Screen Direct Lighting. AQ-1: Fugitive Dust Control. AQ-2: Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment. NV-1: Construct Sound Wall at William Mead Homes and Care First Village. NV-2: Employ Noise- and Vibration-Reducing Measures during Construction. NV-3: Prepare a Community Notification Plan for Project Construction. <p>Operations:</p> <ul style="list-style-type: none"> AES-1: Aesthetic Treatments. AES-3: Screen Direct Lighting and Glare. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>	Yes

Table 6-5. Summary of Effects for the Build Alternative				Topic Eliminated from Further Community Analysis	
Resources	Build Alternative				
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation		
Transportation	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Traffic delays on Vignes Street and Main Street intersection, and Mission Road and Cesar Chavez Avenue intersection, exceeding the 2.5 second delay significance criteria. Temporary lane width reductions resulting in increased hazards. Impacts to emergency response and access, due to potential delays in response times for emergency vehicles. Decreased performance for rail operators at LAUS and temporary disruptions to commuter daily travel patterns. Impacts to pedestrian and bicycle access and increased safety hazards near work zones. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Increased traffic delays at the intersection of Center Street and Commercial Street. 	<ul style="list-style-type: none"> LU-1: Enhance Neighborhood Connectivity. TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street). 	<p>Construction:</p> <ul style="list-style-type: none"> TR-1: Prepare a Construction TMP. TR-2: Prepare Passenger Rail Operations Temporary Construction Staging Plan. <p>Operations:</p> <ul style="list-style-type: none"> LU-1: Enhance Neighborhood Connectivity. TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street & 49th Street). <p>Indirect:</p> <ul style="list-style-type: none"> TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street). 	<p>Construction:</p> <ul style="list-style-type: none"> No Adverse Effect <p>Operation:</p> <ul style="list-style-type: none"> No Adverse Effect <p>Indirect:</p> <ul style="list-style-type: none"> No Adverse Effect 	Yes

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative			Topic Eliminated from Further Community Analysis
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Visual Quality and Aesthetics	<ul style="list-style-type: none"> Loss of approximately 5,500 feet of freight storage track capacity would cause operational inefficiencies when BNSF operates longer trains. <p>Indirect Effects – Adverse Effect:</p> <ul style="list-style-type: none"> Loss of storage track capacity at the BNSF West Bank Yard would potentially increase rail operating costs, increased emissions, and traffic queuing/delays. <p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Direct lighting on nearby residences would potentially expose residents of William Mead Homes, Care First Village and Mozaic Apartments to higher levels of lighting during the nighttime hours. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Construction of a sound wall on top of the retaining wall at William Mead Homes and along Care First Village would result in a moderately high change to visual quality. Exposure to a larger bridge over Cesar Chavez Avenue, the elevated rail yard, and new retaining walls would diminish current views and degrade the existing visual character for residents at the Mozaic Apartments. Light emissions and potential glare from proposed infrastructure may cause undesired exposure or 	<p>Construction:</p> <ul style="list-style-type: none"> AES-2: Minimize Nighttime Work and Screen Direct Lighting. <p>Operations:</p> <ul style="list-style-type: none"> AES-1: Aesthetic Treatments. AES-3: Screen Direct Lighting and Glare. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>	Yes

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative			Topic Eliminated from Further Community Analysis
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Air Quality and Global Climate Change	<p>disrupt normal activities for some of the units in the Mozaic Apartments.</p> <p>Indirect Effects: No adverse effects related Visual Quality and Aesthetics.</p> <p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> The total annual construction emissions associated with the Build Alternative would exceed the de minimis thresholds for NOx. The net increase in annual emissions in years 2026 and 2031 would exceed the de minimis threshold for NOx. The net increase in annual emissions in year 2040 would be offset by the reduction in emissions from the Malabar Yard railroad improvements and would not exceed the de minimis threshold for any criteria pollutant. <p>Indirect: A beneficial effect related to air quality and global climate change would result due to modal shift toward transit use and away from single-occupancy vehicle use.</p>	<p>Construction:</p> <ul style="list-style-type: none"> AQ-1: Fugitive Dust Control.^a AQ-2: Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment. <p>Operations:</p> <ul style="list-style-type: none"> AQ-3: Adaptive Air Quality Management Plan. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>Beneficial Effect</p>	Yes
Noise and Vibration	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Construction noise impacts at William Mead Homes and Care First Village associated with construction of the sound wall. Construction noise and vibration impacts at William Mead Homes, Care First Village, Mozaic 	<p>Construction:</p> <ul style="list-style-type: none"> NV-1: Construct Sound Walls. NV-2: Employ Noise- and Vibration-Reducing Measures during Construction. 	<p>Construction:</p> <p>Adverse Effect</p> <p>Operation:</p>	No – Construction advanced for further analysis

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative		Topic Eliminated from Further Community Analysis	
	Summary of Adverse Effects	Proposed Mitigation		Effect After Mitigation
	<p>Apartments, and Metro Gateway Development Center.</p> <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Severe operational noise impacts at William Mead Homes, Care First Village, and Mozaic Apartments. <p>Indirect: No Adverse Effect related to noise and vibration.</p>	<ul style="list-style-type: none"> NV 3: Prepare a Community Notification Plan for Project Construction Operation. <p>Operations:</p> <ul style="list-style-type: none"> NV-1: Construct Sound Walls. 	<p>No Adverse Effect</p> <p><i>Indirect:</i></p> <p>No Adverse Effect</p>	
Biological and Wetland Resources	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Removal of naturally occurring or ornamental (planted) trees, including palms, may result in direct effects on western mastiff bat and western yellow bat. Direct effects on active nests for migratory birds could result in moderate reductions in population size. Removal or disturbance of one or more native tree species may conflict with the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873) and LA Metro’s Tree Policy. <p>Operations: No Adverse Effect</p> <p>Indirect:</p> <ul style="list-style-type: none"> Indirect effects on active nests may include increased risk of construction noise, vibration, dust, night lighting, and human encroachment, reducing nesting success. 	<p>Construction:</p> <ul style="list-style-type: none"> BIO 1: Bats. BIO-2: MBTA Species. BIO-3: Protected Trees. 	<p><i>Construction:</i></p> <p>No Adverse Effect</p> <p><i>Operation:</i></p> <p>No Adverse Effect</p> <p><i>Indirect:</i></p> <p>No Adverse Effect</p>	Yes

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative			
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Floodplains, Hydrology, and Water Quality	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Construction could lead to alterations in drainage patterns due to accumulations of sediment in downstream areas, resulting in substantial erosion on adjacent properties. Sediments, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater into the Los Angeles River. Surface runoff exposure to soils containing these contaminants could reduce water quality of the Los Angeles River at Reach 2. Construction activities could result in exceedance of stormwater and non-stormwater discharge if runoff is not properly managed. Extracted contaminated groundwater could degrade surface water and exceed water quality objectives. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Alteration of existing drainage patterns in the Project study area could result in localized flooding if not properly managed. Increased impervious area would increase the volume of flow and would exceed the capacity of some on-site drainage systems. Minor amounts of metals from brake dust, oil and grease could discharge into the existing drainage systems. 	<p>Construction:</p> <ul style="list-style-type: none"> HWQ-1: Prepare and Implement an SWPPP. HAZ-1: Prepare a Construction Hazardous Materials Management Plan. HWQ-5: Comply with Local Dewatering Requirements. HWQ-6: Comply with Local Dewatering Requirements for Contaminated Sites. <p>Operations:</p> <ul style="list-style-type: none"> HWQ-2: Final Water Quality BMP Selection (Caltrans ROW). HWQ-3: Final Water Quality BMP Selection (Railroad ROW). HWQ-4: Final Water Quality BMP Selection (City of Los Angeles). <p>Indirect:</p> <ul style="list-style-type: none"> HWQ-7: Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>	<p>Topic Eliminated from Further Community Analysis</p> <p>Yes</p>

Table 6-5. Summary of Effects for the Build Alternative			
Resources	Build Alternative		Topic Eliminated from Further Community Analysis
	Summary of Adverse Effects	Proposed Mitigation	
Geology, Soils, and Seismicity	<p>Indirect – Adverse Effect:</p> <ul style="list-style-type: none"> The increase in impervious surface would result in increased pollutant build up and wash off during rain events. The resulting increase in volume and rate of stormwater runoff could cause or contribute to erosion and off-site pollutant transport. Acquisition of parcels with existing Industrial General Permits include provisions to treat stormwater discharges that include pollutants. If these processes are not continued, industrial stormwater may not be treated and could negatively affect the storm drain system. 		
	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Settlement, both long term and immediate, is anticipated to occur in Segment 2. There is an increased risk of damage from corrosive soils, which over a period of time could react with construction materials, such as concrete and ferrous metals, and damage foundations and buried pipelines. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Corrosion, if not accounted for during the design process, can weaken structures built on corrosive soils, potentially causing structural failure. <p>Indirect – Adverse Effect:</p>	<p>Construction:</p> <ul style="list-style-type: none"> GEO-1: Prepare Final Geotechnical Report. <p>Operations:</p> <ul style="list-style-type: none"> GEO-1: Prepare Final Geotechnical Report. <p>Indirect:</p> <ul style="list-style-type: none"> GEO-1: Prepare Final Geotechnical Report. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>

Table 6-5. Summary of Effects for the Build Alternative			
Resources	Build Alternative		
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation
Hazardous Waste and Materials	<ul style="list-style-type: none"> Displacements and bearing capacity failures could occur due to construction in areas susceptible to liquefaction 		
	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils and/or contaminated groundwater during construction. The accidental release of hazardous materials could pose a hazard to construction employees, the public, and the environment. Soil vapor intrusion from methane seeps and area wide groundwater contamination could occur if changes in vapor migration pathways result from construction. Construction activities could cause the migration of contaminants through changes in groundwater flow. LUC have deed restrictions that include soil management requirements. Based on the uncertainties regarding the level of clean up or remediation on the land use-restricted sites, there is potential to encounter undocumented sources of contamination. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> Rail emissions will impact the net influence of emissions. The net increase in annual emissions 	<p>Construction:</p> <ul style="list-style-type: none"> HAZ-1: Prepare a Construction Hazardous Materials Management Plan. HAZ-2: Prepare Project-wide Phase II ESA. HAZ-3: Prepare a General Construction Soil Management Plan. HAZ-4: Prepare Parcel-Specific Soil Management Plans and HASP's. HAZ-5: LUC Sites and Coordination with the DTSC. HAZ-6: Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered. HAZ-7: Compliance with the City of Los Angeles Building Code Methane Regulations. 	<p>Construction:</p> <ul style="list-style-type: none"> No Adverse Effect <p>Operation:</p> <ul style="list-style-type: none"> No Adverse Effect <p>Indirect:</p> <ul style="list-style-type: none"> No Adverse Effect
			Yes

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative			
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Resources	<p>associated with operation would not exceed the de minimis threshold for NOx.</p> <p>Indirect – Adverse Effect:</p> <ul style="list-style-type: none"> REC sites located within the Project footprint may result in the migration of hazardous materials into other properties while construction is occurring. 	<ul style="list-style-type: none"> HAZ-8: Pre-Demolition Investigation. <p>Indirect:</p> <ul style="list-style-type: none"> HAZ-6: Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered. 		Topic Eliminated from Further Community Analysis
Public Utilities and Energy	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Construction-related changes in drainage patterns, including increases in the volume and rate of runoff from the Project study area, may result in impacts to the capacity of the existing storm drain infrastructure. <p>Operations – Adverse Effect:</p> <ul style="list-style-type: none"> An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. <p>Indirect – Beneficial Effect:</p> <ul style="list-style-type: none"> Future increases in rail/transit for the region is an indirect beneficial effect on energy resources. 	<p>Construction:</p> <ul style="list-style-type: none"> HWQ-1: Prepare and Implement an SWPPP. <p>Operations:</p> <ul style="list-style-type: none"> HWQ-2: Final Water Quality BMP Selection (Caltrans ROW). HWQ-3: Final Water Quality BMP Selection (Railroad ROW). HWQ-4: Final Water Quality BMP Selection (City of Los Angeles). 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>Beneficial Effect</p>	Yes
Cultural and Paleontological Resources	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Adverse effects may occur on one archaeological historic property (CA-LAN-1575(H) and three built 	<p>Construction:</p> <ul style="list-style-type: none"> CUL-1: Archaeological Treatment Plan (ATP). 	<p>Construction:</p> <p>Adverse Effect</p>	<p>No – Construction and Indirect Effects advanced for further analysis</p>

Table 6-5. Summary of Effects for the Build Alternative				Topic Eliminated from Further Community Analysis
Resources	Build Alternative			
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
	<p>environment historic properties (Los Angeles Union Station Passenger Terminal, Vignes Street Undercrossing, and North Main Street Bridge).</p> <ul style="list-style-type: none"> Adverse effects may occur in paleontologically sensitive sediments where resources could be encountered during excavation. <p>Operations: No Adverse Effect. Indirect – Adverse Effect:</p> <ul style="list-style-type: none"> Indirect effects to archaeological historic properties during construction may result from looting or vandalism activities by construction personnel due to increased accessibility to buried archaeological resources. Adverse effects may occur from increased accessibility to fossils buried in subsurface sediments. 	<ul style="list-style-type: none"> CUL-2: Built Environment Treatment Plan (BETP). PAL-1: Paleontological Mitigation Plan (PMP). PAL-2: Paleontological WEAP Training. PAL-3: Curation. <p>Indirect:</p> <ul style="list-style-type: none"> CUL-1: Archaeological Treatment Plan (ATP). PAL-1: Paleontological Mitigation Plan (PMP). PAL-2: Paleontological WEAP Training, PAL-3: Curation. 	<p><i>Operation:</i> No Adverse Effect</p> <p><i>Indirect:</i> Adverse Effect</p>	
Economic and Fiscal Impacts	<p>Construction, Operations, and Indirect – Beneficial Effect:</p> <ul style="list-style-type: none"> Beneficial economic impacts would occur from generated employment, labor income, and tax revenues. 	N/A	<p><i>Construction:</i> Beneficial Effect</p> <p><i>Operation:</i> Beneficial Effect</p> <p><i>Indirect:</i> Beneficial Effect</p>	Yes

Table 6-5. Summary of Effects for the Build Alternative				
Resources	Build Alternative			
	Summary of Adverse Effects	Proposed Mitigation	Effect After Mitigation	
Safety and Security	<p>Construction – Adverse Effect:</p> <ul style="list-style-type: none"> Impacts to emergency response and access, due to potential delays in response times for emergency vehicles. Construction of proposed infrastructure over and adjacent to City streets could affect accessibility to private driveways, parking areas, loading docks, sidewalks, and bike lanes. Construction activities would potentially create air quality effects through the use of construction equipment and would involve earthwork activities that result in fugitive dust emissions. <p>Operations – Beneficial Effect:</p> <ul style="list-style-type: none"> New bridges will be designed to meet current seismic design standards and support the additional loading requirements. Safety and accessibility upgrades associated with the proposed concourse-related improvements would improve emergency access for first responders and improve passenger concourse egress and ingress and increase accessibility for passengers with new facilities that meet current CBC and ADA requirements. Safety improvements to the existing North Main Street at-grade crossing would enhance the safety of the crossing for both pedestrians and bicyclists. 	<p>Construction:</p> <ul style="list-style-type: none"> TR-1: Prepare a Construction Traffic Management Plan. AQ-1: Fugitive Dust Control. AQ-2: Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment. 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>Beneficial Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>	<p>Topic Eliminated from Further Community Analysis</p> <p>Yes</p>

Table 6-5. Summary of Effects for the Build Alternative			
Resources	Build Alternative		Topic Eliminated from Further Community Analysis
	Summary of Adverse Effects	Proposed Mitigation	
Socioeconomics and Communities	<ul style="list-style-type: none"> Improvements on Vignes Street and Cesar Chavez Avenue would enhance pedestrian and bicycle safety. <p>Indirect: No adverse effect.</p>		
	<p>Construction – Adverse Effect/Beneficial Effect:</p> <ul style="list-style-type: none"> Roadway closures and detours within the Project footprint may temporarily restrict or impede access to community facilities such as parks and recreational centers, public or publicly funded schools, childcare centers, health care facilities, libraries and places of worship outside of the Project footprint and within the Socioeconomic Planning Area. Impacts to emergency response and access, due to potential delays in response times for emergency vehicles. Generation of employment, labor income, and federal, state, and local tax revenues. <p>Operations – Adverse Effect/Beneficial Effect:</p> <ul style="list-style-type: none"> Three non-residential displacements would be required; one of which is the BNSF West Bank Yard with regional importance to goods movement. Generation of employment, labor income, and federal, state, and local tax revenues. <p>Indirect – Beneficial Effect:</p>	<p>Construction:</p> <ul style="list-style-type: none"> TR-1: Prepare a Construction Traffic Management Plan. TR-3: Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street). 	<p>Construction:</p> <p>No Adverse Effect</p> <p>Operation:</p> <p>No Adverse Effect</p> <p>Indirect:</p> <p>No Adverse Effect</p>

Table 6-5. Summary of Effects for the Build Alternative			
Resources	Build Alternative		Topic Eliminated from Further Community Analysis
	Summary of Adverse Effects	Proposed Mitigation	
	<ul style="list-style-type: none"> Wages paid to workers in construction trades or supporting industries would be spent on other goods and services. Roadway improvements south of LAUS would encourage active transportation and non-motorized accessibility in the surrounding areas. 		

Notes:

^a Although applicable thresholds are not exceeded, Mitigation Measure AQ-1 would still be implemented as a requirement of the Link US Final EIR and SCAQMD to reduce daily fugitive dust emissions and associated air quality impacts.

ADA=Americans with Disabilities Act; BMP=best management practice; Caltrans=California Department of Transportation; CBC=California Building Code; DTSC=Department of Toxic Substances Control; EPA=Environmental Protection Agency; HASP=Health and Safety Plan; LAUS=Los Angeles Union Station; LUC=Land Use Covenants; PMP=Paleontological Mitigation Plan; ROW=right-of-way; SCAQMD=South Coast Air Quality Management District; SWPPP=Stormwater Pollution Prevention Plan; WEAP= Worker Environmental Awareness Program

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6.6.1 Adverse Effects Predominantly Borne by a Minority Community, a Low-Income Community, or a Non-Minority Community

No Action Alternative

Under the No Action Alternative, existing baseline conditions are expected to continue. LAUS would continue to operate as it does today, with passenger rail service that causes noise impacts to the populations adjacent to the railroad ROW and LAUS. Pedestrian safety improvements would not be implemented at the Main Street at-grade crossing, which would preclude the opportunity for the City of Los Angeles to implement a Quiet Zone at this crossing. Noise levels would remain high for sensitive receptors located near the existing track alignment, including William Mead Homes and Care First Village. Train movements in the Project study area are assumed to remain similar to existing conditions.

The No Action Alternative would not include new infrastructure and, therefore, would not result in physical impacts or changes to existing conditions within the Project study area. LAUS Passenger Terminal, Vignes Street Undercrossing, North Main Street Bridge, Archaeological Site P-19-001575 (CA-LAN-1575/H), and paleontological resources would remain in their current states. The Vignes Street Bridge would not be reconstructed and would continue to deteriorate. Safety and ADA improvements would not be implemented at the North Main Street Bridge. The pedestrian passageway below the rail yard would not be expanded and concourse improvements would not be constructed, eliminating the potential to encounter archaeological resources. The traveling public and the population living and working within the community analysis study area, including minority and low-income communities as well as non-minority and non-low-income communities, would continue to experience constrained circulation in the LAUS platforms, concourse, and passageway. No displacements would occur. No new direct or indirect adverse effects would be predominantly borne by minority communities, low-income communities, or non-minority communities and there would not be disproportionate and adverse effects on minority communities, low-income communities, or non-minority communities under the No Action Alternative.

Build Alternative

Direct Effects – Construction

With implementation of proposed mitigation measures, impacts related to land use and planning; transportation; visual quality and aesthetics; air quality and global climate change; biological and wetland resources; floodplains, hydrology, and water quality; geology, soils, and seismicity; hazardous waste and materials; public utilities and energy; economic and fiscal impacts; safety and security; and socioeconomics and communities would not be adverse. Mitigation measures would apply uniformly, regardless of minority, low-income, or non-minority designations.

Analysis of Effects on Specified Minority Communities, Low-income Communities, or Non-Minority Communities

The Chinatown District is located west and northwest of the Project study area and the El Pueblo District is located west of the Project study area. Both communities include businesses, residences, and community resources within their boundaries. Based on the analysis performed in Chapter 3.0 of the EIS, neither the Chinatown District or the El Pueblo District would be subject to proximity impacts related to noise, vibration, air quality, access, loss of parking, or other construction or operations impacts even before mitigation measures are implemented.

As shown on Figure 6-1, identified construction haul routes include US-101 and short sections of Grand Avenue and Broadway to access US-101 entrances and exits, Cesar Chavez Avenue, and Vignes Street. Cesar Chavez Avenue forms the northern community boundary of the El Pueblo District and travels through the Chinatown District. In addition, the sections of Grand Avenue and Broadway that would be used by construction trucks to access US-101 are within the Chinatown District. Each of these roadways are designated truck routes by the Los Angeles Department of Transportation. The *Link US Traffic Impact Assessment* (Metro 2025e) assumes that during the peak hour of construction, 22 trucks would arrive or depart during the AM peak hour, and 8 trucks would arrive or depart during the PM peak hour. It is estimated that only 30 percent of the trucks, or 9 trucks, would travel to and from US-101, utilizing Cesar Chavez Avenue. The remaining trucks would use the Mission Road and Vignes Street ramps to US-101. The additional 9 trucks would not impact traffic operations, create physical or perceived barriers, or limit access or circulation within these Districts. No adverse effect on the either the Chinatown District or El Pueblo District would occur.

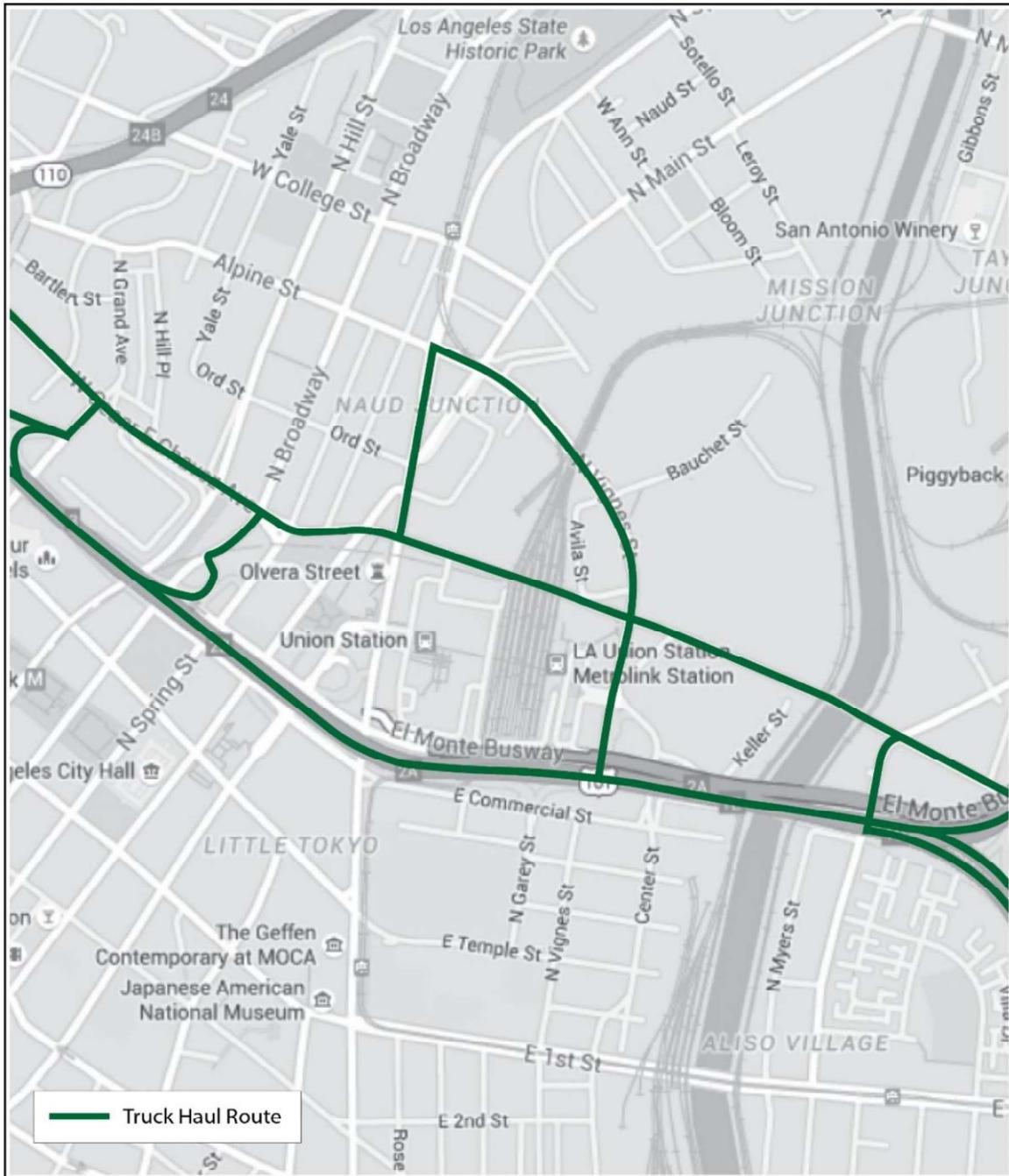
The City of Los Angeles' Little Tokyo Community Design Overlay District boundary (Little Tokyo District) is located south and west of Segment 3 of the Project study area. The majority of the Little Tokyo District is located west of Alameda Street and a small portion of the community boundary overlaps with the Arts District east of Alameda Street along 1st Street. The portion of the Little Tokyo District located west of Alameda Street includes residences, businesses, the Arts District/Little Tokyo Metro Station, and community resources. There are no identified residences within the portion of the Little Tokyo District that is east of Alameda Street, which is the closest area to the Project footprint. The area east of Alameda Street and north of 1st Street includes the Los Angeles Homba Hongwanji Buddhist Temple (Nishi Betsuin) and Nishi Child Development Center on 1st Street, institutional uses, and surface parking lots. Zenshuji Soto Mission, Hiroshima Kenjikai, and St. Francis Xavier Japanese Catholic Church are located east of Alameda Street and south of 1st Street. Homba Hongwanji Buddhist Temple is located closest to construction activities; however, based on the analysis performed in Chapter 3.0 of the EIS, the Little Tokyo District would not be subject to proximity impacts related to traffic, noise, loss of parking, or other construction or operations impacts even before mitigation measures are implemented. Construction activities closest to the Little Tokyo District would take place multiple blocks away on Commercial Street and within existing railroad ROW along the west bank of the Los Angeles River. There are no construction haul routes that would travel through the Little Tokyo District. There would be no interruptions to traffic patterns or access restrictions to residences, businesses, and parking facilities within the Little Tokyo District. There would be no construction

activities or construction traffic routing that would create physical or perceived barriers within the community, limit access to the Temple or any other community facilities or disrupt religious or cultural ceremonies. No adverse effect on the Los Angeles Hampa Hongwanji Buddhist Temple (Nishi Betsuin), Nishi Child Development Center, Zenshuji Soto Mission, Hiroshima Kenjikai, St. Francis Xavier Japanese Catholic Church, or the Little Tokyo District would occur.

A federal complex containing a Veterans Affairs Outpatient Clinic, the Federal Bureau of Prisons Metropolitan Detention Center, and the H. Pregerson Child Care Center is located along Alameda Street between Commercial Street and Temple Street, immediately west of the community analysis study area. Construction truck haul routes shown in the *Link US Traffic Impact Assessment* and on Figure 6-1 indicate that construction truck traffic would not travel on the segment of Alameda between Commercial Street and Temple Street and there would be no degradation of operations at these intersections as a result of construction traffic. There would be no construction activities that would limit access to the services provided at this complex and no adverse effect would occur on these community services or the jail population.

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Figure 6-1. Truck Haul Routes



 <p>Metro</p>		<p>Truck Haul Routes LINK UNION STATION (LINK US)</p>
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Analysis of Adverse Effects After Implementation of Mitigation

As shown in Table 6-5, after implementation of mitigation measures, the Build Alternative would result in temporary adverse effects on communities and neighborhoods for noise and vibration and cultural and cultural and paleontological resources. Although mitigation measures are proposed to avoid and minimize adverse effects, temporary effects would remain adverse after implementation of mitigation during construction. No adverse effects would remain during operations. Further consideration of these adverse effects is provided below in the context of whether the effect would be predominantly borne by minority communities, low-income communities, or non-minority communities.

Noise and Vibration

Noise from construction activities would temporarily exceed noise standards and affect sensitive receptors nearest to the Project footprint for the Build Alternative. Sensitive receptors (in areas containing minority communities, low-income communities, and non-minority communities and/or non-low-income communities in the community analysis study area closest to the construction area would be subject to the same level of daytime and nighttime noise levels. These construction noise impacts would occur within the following two census tracts:

- Census Tract 2060.10 contains both minority communities and low-income communities primarily concentrated within William Mead Homes.
- Census Tract 2060.20 includes two jails (Twin Towers Correctional Facility and Los Angeles Men's Central Jail), Care First Village (low income), and the Mozaic Apartments (a market-rate apartment complex). Census data for Census Tract 2060.20 indicate that the Census Tract as a whole contains minority communities; however, census data at the block group level indicate that the Mozaic Apartments is not a low-income or minority community.

Exterior noise experienced during construction at the two jail complexes would exceed FTA noise thresholds. However, the two jail complexes do not have outdoor uses, and populations within the complexes would not be impacted. Interior noise levels are estimated to be at least 20 dB lower than those experienced at the exterior of the jail structures consistent with Federal Highway Administration guidance for interior sound level attenuation, which would be similar for railroad noise sources (Federal Highway Administration 2011). Because of the building characteristics of the two jail complexes (e.g., buildings made with concrete and containing thick windows), interior noise experienced during construction would be below 45 A-weighted decibels day-night average sound level, which is a level that U.S. EPA (U.S. EPA 1974) has identified as a level that does not interfere with interior activities (e.g., speech and sleeping) (Metro 2025g). Therefore, there are no adverse effects related to noise at the two jail complexes.

Construction activities associated with the Build Alternative would result in temporary periods of relatively high noise levels. Construction noise would exceed the FTA's construction noise guidelines at several residential units and other sensitive uses such as a recreational area and park/playground at William Mead Homes , Care First Village , and the Mozaic Apartments. These

receptors would be subject to similar construction noise impacts at varying degrees and frequencies.

- At William Mead Homes, 41 residential units and one recreational area would be subject to construction noise that exceeds the City's 75 dBA limit.
- At Care First Village, 36 units and a playground/park would be subject to construction noise levels that exceed the City's 75 dBA limit.
- At Mozaic Apartments, 82 units would be subject to construction noise levels that would exceed the City's 75 dBA limit.

Mitigation Measure NV-2 (described in Chapter 7.0) requires implementation of noise- and vibration-reducing measures including but not limited to constructing walled enclosures around loud activities or equipment, restricting pile driving to daytime periods, and rerouting truck traffic away from residential streets. Mitigation Measure NV-3 (described in Chapter 7.0) requires implementation of a Community Notification Plan to proactively address community concerns related to potential noise and vibration impacts and also includes a requirement for Metro to provide a project liaison who would be available to respond to questions and complaints from the community. Implementation of Mitigation Measures NV-2 and NV-3 would reduce adverse construction-related noise effects and the annoyances caused by construction-related noise effects (in addition to vibration effects). Direct noise effects would be reduced through implementation of Mitigation Measures NV-2 and NV-3; however, some receptors at William Mead Homes, Care First Village, and Mozaic Apartments would still be subject to construction-related noise impacts that would exceed applicable thresholds. Therefore, impacts would remain adverse temporarily.

In an effort to keep construction noise and vibration levels below FTA's criteria, under NV-2, continuous construction noise and vibration monitoring is required to be conducted at the first row of residences at William Mead Homes, Care First Village, and Mozaic Apartments, and Metro Gateway Childhood Development Center within approximately 300 feet of construction activities. Monitors will be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther away. If FTA's construction noise or vibration criteria are exceeded, the contractor will be alerted and directed by Metro to incorporate additional noise and vibration reduction methods, which may include temporary noise walls, acoustic blankets or soundproof window inserts along facades of sensitive buildings, as deemed necessary by the construction contractor.

Mitigation Measure NV-1 (described in Chapter 7.0) is required to reduce operational noise levels. As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro would construct two permanent sound walls. Early construction of the permanent sound walls would further reduce noise levels during construction which would reduce noise impacts for units within William Mead Homes and Care First Village. Other permanent mitigation strategies such as sound insulation, window replacement, and replacing caulking or sealant are generally infeasible for two reasons:

1. William Mead Homes is eligible for listing on the NRHP and any modification of original metal-frame casement windows or the building structure would be subject to review under Section 106 of the National Historic Preservation Act and Section 4(f). Window replacement was determined to be infeasible because the permanent significant adverse effects to a character-defining feature would exceed the temporary adverse impacts of construction noise, which could be mitigated through other measures.
2. At Care First Village and Mozaic Apartments the windows and sealant are already of sufficient quality that their replacement would not result in significant differences on interior noise levels.

Although the mitigation measures reduce noise generated during construction, construction noise impacts could remain adverse after implementation of mitigation. Given that some of the construction activities could occur during nighttime hours, and the proximity of construction is anticipated to be very near to multiple units at William Mead Homes, Care First Village, and Mozaic Apartments, these activities would exceed FTA criteria for nighttime construction.

Noise-generating construction activities, such as construction of retaining walls and bridges, would occur at multiple locations in the study area, and would affect minority communities, low-income communities, and non-minority communities and/or non-low-income communities similarly. Noise during construction of the Build Alternative would have a temporary adverse effect on William Mead Homes and Care First Village; however, noise effects during construction would also temporarily affect the Mozaic Apartments in a similar fashion. Because construction noise impacts would affect both minority communities, low-income communities, and non-minority communities, non-low-income communities in a similar intensity and frequency (77 units within minority and/or low-income communities would be subject to noise that exceeds the City's 75 dBA limit and 82 units not within minority communities or low-income communities would be subject to noise that exceeds the City's 75 dBA limit), temporary adverse effects associated with construction noise as part of the Build Alternative would not be predominantly borne by a minority community, a low-income community, or a non-minority community.

Cultural and Historic Resources

As described in the *Link US Finding of Effect Report* (Metro 2025h), adverse effects on the following resources would occur under the Build Alternative:

- **Los Angeles Union Passenger Terminal** – The Build Alternative would destroy or substantially alter some of the following character-defining features that represent the interface of passengers between the station and tracks, including the pedestrian passageway (tunnel), ramps, platform railings, and solid balustrades, platforms, platform railings, butterfly shed canopies, south retaining wall, terminal tower, car supply building, and the Cesar Chavez Avenue Undercrossing. Additionally, while the individual canopies over the rail yard (Rail Yard Canopy Design Option 1) would not be visible behind the historic concourse (as viewed from Alameda Street) and outdoor courtyards, they are of non-historic dimensions to fit the widened and lengthened platforms, with modern design

and materials. The grand canopy over the rail yard (Rail Yard Canopy Design Option 2) would introduce visual elements that would be visible behind LAUS' architecturally significant buildings as viewed from Alameda Street and would result in additional adverse effects by diminishing LAUS's integrity of design, setting, feeling, and association. Mitigation Measure CUL-2 ([BETP], described in Section 7.0) is proposed to minimize adverse effects by providing for documentation of LAUS character-defining features, restoration of the existing LAUS concourse to its 1939 appearance, when feasible, development of an educational display at LAUS, development of design plans for Cesar Chavez Avenue and Vignes Street undercrossing that are compatible with the historic character of LAUS and consultation with State Historic Preservation Officer (SHPO), City of Los Angeles Office of Historic Resources, and the City of Los Angeles Cultural Heritage Commission during early design; however, adverse effects would remain unavoidable after implementation. LAUS is a regional transportation hub and any potential impacts to cultural resources would be experienced by the traveling public and the population living and working within the community analysis study area, which includes minority communities, low-income communities, non-minority communities, and non-low-income communities. OnTheMap data indicate that workers within Census Tract 2060.20, Block Group 1, where LAUS is located, are 58.2 percent White Alone and 80.1 percent earn more than 150 percent of the federal poverty level. The approximately 110,000 passengers that travel through LAUS on a daily basis and the residents of the Mozaic Apartments, (non-minority and/or non-low-income community), would experience the impacts to LAUS as frequently or more frequently as the minority and/or low-income communities within the community analysis study area. Therefore, adverse impacts on the Los Angeles Union Passenger Terminal from construction of the Build Alternative would not be predominantly borne by a minority and/or low-income community.

- **Vignes Street Undercrossing** – The Build Alternative would include demolition of the existing Vignes Street Undercrossing (which is eligible for listing in the National Register of Historic Places under Criterion A) and replacement with a new bridge to support the tracks as they transition from the existing grade at Mission Junction up to the approximately 15-foot raised elevation of the proposed rail yard. Mitigation Measure CUL-2 (BETP, described in Chapter 7.0) is proposed to minimize adverse effects by requiring design plans for the Vignes Street undercrossing to be compatible with the historic character of LAUS and providing for consultation with SHPO, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Cultural Heritage Commission during early design; however, adverse effects would remain unavoidable after implementation. Any potential impacts to the Vignes Street Undercrossing as a cultural resource would be experienced equally by both the populations living and working within the community analysis study area and those that travel along Vignes Street. OnTheMap data for workers within Census Tract 2060.20, Block Group 1, where the Vignes Street Undercrossing is located, indicate that workers in the area would not be considered minority and/or low-income communities. Therefore, adverse impacts on the Vignes Street Undercrossing from construction of the Build Alternative would not be predominantly borne

by a minority community or low-income community; or vice-versa for a non-minority community.

- **North Main Street Bridge** – The Build Alternative has the potential to cause an adverse effect on the North Main Street Bridge, which has been determined eligible for listing on the NRHP. The bridge’s wingwalls are an important character-defining feature, and there is no historic period precedent for a median upon its decking where the new median would be constructed. Implementation of Mitigation Measure CUL-2 (BETP, described in Chapter 7.0) is proposed to minimize adverse effects by requiring that design plans for work on the character-defining features of North Main Street Bridge be developed in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties and require feedback on early designs by consulting parties to progress the design. However, adverse effects would remain unavoidable after implementation of Mitigation Measure CUL-2. There are no minority communities or low-income communities that front the North Main Street Bridge that would have increased exposure to changes to the resource. Adverse effects to the North Main Street Bridge would be experienced equally by the traveling public and population living and working within the community analysis study area, including both communities that are and are not minority or low-income. Therefore, adverse impacts on the North Main Street Bridge from construction of the Build Alternative would not be predominantly borne by a minority community, a low-income community, or a non-minority community.
- **Archaeological Site P-19-001575 (CA-LAN-1575/H)**. The Build Alternative would result in the disturbance, displacement, or damage to archaeological remains present in Archaeological Site P-19-001575 (CA-LAN-1575/H), which has been determined eligible for listing in the NRHP under Criterion D. Components that contribute to the site’s NRHP eligibility have yielded, and retain the potential to yield, significant archaeological data regarding the Late Prehistoric Period (AD 1000–1770) and American Period (AD 1850–1971). Implementation of Mitigation Measure CUL-1 (Archaeological Treatment Plan [ATP], described in Chapter 7.0) is proposed to minimize adverse effects by preparing an ATP that includes a site-specific sensitivity model to guide work, outlines processes for testing, evaluation and data recovery of known features and deposits, identifies protocols for accidental discoveries, prepares an outreach plan for this site, and plans for ownership and curation of data. In addition, CUL-1 requires training for construction personnel to protect cultural resources. However, adverse effects would remain unavoidable after implementation of CUL-1. Due to the subsurface nature of the site, potential effects to Archaeological Site P-19-001575 (CA-LAN-1575/H) would be experienced equally by the population living and working within the community analysis study area, including communities that are and are not minority or low-income communities. CUL-1 provides for an outreach plan for discoveries and data curation. Therefore, adverse impacts to Archaeological Site CA LAN 1575 from construction of the Build Alternative would not be predominantly borne by a minority community, low-income community, or non-minority community.

- **Paleontological Resources.** Construction of the Build Alternative could result in direct effects on paleontological resources during any phase of work that results in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located. Ground-disturbing construction activities for all phases of work in shallow layers (i.e., fill or recent alluvium) would not affect paleontological resources. Deeper excavations beneath artificial fill or recent alluvium for components such as proposed bridge structures (run-through tracks structure, Cesar Chavez and Vignes Street Undercrossings, etc.) and modifications to existing roads and highways have the potential to affect paleontologically sensitive deposits of older Quaternary alluvium (depth not reported in cross-section but typically 40 to 70 feet deep in the vicinity of LAUS [Metro 2025k] and underlying Puente Formation (reported at depths of approximately 90 to 100 feet in areas around the newly proposed concourse). This is considered an adverse effect. Implementation of Mitigation Measures PAL-1 through PAL-3 would minimize adverse effects of the Build Alternative on paleontological resources. Mitigation Measure PAL-1 requires the development and implementation of a PMP including site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery; Mitigation Measure PAL-2 requires provisions that require preparation and implementation of a WEAP training; and Mitigation Measure PAL-3 requires arrangements for curation of significant fossils recovered during construction. With the implementation of Mitigation Measures PAL-1 through PAL-3, a direct adverse effect could still occur during construction because paleontological resources are non-renewable. Potential effects to paleontological resources would be experienced equally by the population living and working within the community analysis study area, including populations that are and are not minority or low-income. Therefore, adverse impacts to paleontological resources from construction of the Build Alternative would not be predominantly borne by a minority community, a low-income community, or a non-minority community.

Direct Effects – Operations

The Build Alternative would result in adverse effects on communities and neighborhoods the following resources during operations:

- Land Use and Planning
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Global Climate Change
- Noise and Vibration (Operational Noise)
- Hazardous Waste and Materials
- Floodplains, Hydrology, and Water Quality
- Geology, Soils, and Seismicity

- Public Utilities and Energy
- Cultural and Paleontological Resources

As shown in Table 6-5, with implementation of mitigation measures, impacts related to land use and planning; transportation; visual quality and aesthetics; air quality and global climate change; noise and vibration; floodplains, hydrology, and water quality; geology, soils, and seismicity; hazardous waste and materials; public utilities and energy; and cultural and paleontological resources would not be adverse. Therefore, there are no adverse effects on these resources related to operation that would be predominantly borne by a minority community, low-income community, or non-minority community.

Displacements

The Build Alternative would displace one commercial business (Life Storage) and two industrial/manufacturing businesses (Amay's Bakery, which is a food processing plant, and a portion of BNSF's West Bank Yard). These businesses are located Census Tract 2061.52, a non-community analysis Census Tract. Based on available information, one of the businesses to be relocated is assumed to be minority-owned business and/or a marginal business, which is a business that does not have a present or future capacity to generate more than enough income to provide a minimal living and would require special advisory relocation services.

The Build Alternative would require full acquisition of Amay's Bakery and the Life Storage businesses. No residences, non-profit organizations or agricultural/farms would be displaced by the Build Alternative. It is estimated that 40 to 60 jobs would be lost. However, this number would be reduced to 20 lost jobs assuming some level of relocation. Given that there is available land within the Project study area and that industrial businesses are not dependent on local patronage, some relocation of the businesses may occur locally.

The Life Storage facility includes 640 individual storage units. Due to the planned acquisition of the parcel and displacement of the business, personal property within the storage units would be required to be moved elsewhere prior to acquisition. It is unknown how many of the storage unit lessees are minority or low-income. Per state and federal statutes, persons affected by personal property moves would be eligible for moving expenses.

The data obtained from CoStar show there are adequate replacement sites within the suitable replacement area for displacement of Life Storage and Amay's Bakery & Noodle Company, as discussed in the *Link US Relocation Impact Report* (Metro 2025d). Displacement of a portion of the BNSF West Bank Yard is being coordinated directly with BNSF and Malabar Yard in the City of Vernon is a potentially suitable replacement site. The research identified multiple potential replacement sites within or in close proximity of the displacement area. A search was also conducted in the secondary replacement area, within a 5-mile radius of the displacement area. The replacement areas were found to be comparable in terms of amenities to the area where displacement is anticipated to take place. The replacement areas would offer the same types of amenities, such as public transportation and access to highways. All displacements would be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

(42 United States Code Section 61) and relocation agents would be responsible for assisting with the relocation process. Based on the available information, there would be no adverse effect that would be predominantly borne by a minority community, low-income community, or non-minority community.

Businesses located south of Commercial Street are destination-based businesses, including a large-scale cannabis dispensary, an adult entertainment establishment, parking facilities, and street food vendors. Access to these businesses and associated parking would be maintained. Although short-term overnight closures of the southbound ramps at Commercial Street would be necessary to erect and dismantle falsework during construction of the US-101 Viaduct, alternate access would be provided to businesses along Commercial Street via local roads. Businesses in the Little Tokyo District include retail, restaurants, hotels, museums, and parking lots. As discussed in Section 5.6.1, there are no construction activities that would impact traffic flow or access within the Little Tokyo District and therefore, there would be no adverse impact to the businesses south of Commercial Street or within the larger portion of the Little Tokyo District west of Alameda Street that may serve minority communities, low-income communities, or non-minority communities, or be minority-owned or non-minority-owned.

Indirect Effects – Construction and Operations

Although the construction site would be off limits to the public, physical damage to archaeological site CA-LAN-1575/H and unknown archaeological and paleontological resources during construction may result from looting or vandalism activities by construction personnel due to increased accessibility to buried archaeological resources and paleontological resources. This is considered an adverse effect. Implementation of Mitigation Measure CUL-1, PAL-1, and PAL-2 would minimize adverse indirect effects of the Build Alternative on archaeological and paleontological resources by requiring mitigation plans with accompanying WEAP training that to reduce the occurrence of looting or vandalism by construction personnel.

The Build Alternative could induce growth from additional transportation infrastructure and enhanced access. Depending on the location, new development projects could cause physical destruction of known or unknown archaeological historic properties. Growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate may also result in adaptive reuse, infrastructure improvements, and other projects that would incrementally change the character or diminish the integrity of the setting related to historic properties. The context and intensity of effects would vary based on the location of proposed developments. New development and other projects would be subject to CEQA and NEPA reviews, as applicable, in addition to local regulations. However, even if mitigation measures were to be developed as a result of these environmental reviews, an adverse effect to cultural resources could still occur because cultural resources are non-renewable.

These indirect impacts would be experienced by the population living and working within the community analysis study area, including both low-income and minority as well as non-low-income and non-minority. Therefore, no indirect adverse effects associated with the Build

Alternative would otherwise be predominantly borne by minority communities, low-income communities, or non-minority communities.

6.6.2 Disproportionate Significant and Adverse Effect that will be Suffered by a Minority Community, Low-Income Community, or Non-Minority Community

Build Alternative

Direct Effects – Construction

As previously indicated, noise and cultural and paleontological resources would continue to have adverse effects after the implementation of mitigation measures and are carried forward for additional analysis.

Noise and Vibration

Noise from construction activities after mitigation measures are implemented would still temporarily exceed noise and air quality standards and affect sensitive receptors nearest to the Project footprint for the Build Alternative. Sensitive receptors (in areas containing populations that are and are not minority and/or low-income) in the community analysis study area closest to the construction area would be subject to similar levels of daytime and nighttime noise levels.

Noise and vibration impacts would be localized to areas adjacent to the construction footprint. For those minority communities, low-income communities, or non-minority communities affected by construction of the Build Alternative, the impact would not be uniform across the entire community analysis study area, but rather would impact the William Mead Homes and Care First Village communities, which are located adjacent to the Project footprint. The Mozaic Apartments, a non-minority and/or non-low-income community, would also experience construction impacts at a similar severity and intensity as the William Mead Homes and Care First Village communities (77 units within a minority and/or low-income community would be subject to noise that exceeds the City's 75 dBA limit and 82 units within non within a minority and/or low-income community would be subject to noise that exceeds the City's 75 dBA limit). In this context, adverse effects on minority communities and low-income communities after mitigation would not be appreciably more severe or greater in magnitude than adverse effects on non-minority or non-low-income communities; and vice-versa for non-minority communities.

Cultural and Historic Resources

As described in the *Link US Finding of Effect Report*, there would be adverse effects related to the following resources under the Build Alternative:

- **Los Angeles Union Passenger Terminal.** As discussed above, the Build Alternative and design options considered would destroy or substantially alter some of the character-defining features that represent the interface of passengers between the station and tracks. Additionally, Rail Yard Canopy Design Option 1 would be of non-historic

dimensions and materials and Rail Yard Canopy Design Option 2 would result in additional adverse effects by diminishing LAUS's integrity of design, setting, feeling, and association. As previously indicated, after Mitigation Measures CUL-1 and CUL-2 are implemented, adverse effects would remain that would be experienced by the traveling public and population living and working within the community analysis study area, which include both communities that are and are not minority and/or low-income. Input from minority communities, low-income communities, and non-minority communities indicated the desire to maintain LAUS as a site for public events and cultural offerings. CUL-1 provides for protections to minimize impacts to cultural resources, including the requirement that designs are consistent with the context of the historic features and provides for public outreach and consultation early in the design process. LAUS would continue to be available for public and cultural events. The approximately 110,000 passengers that travel through LAUS on a daily basis and the residents of the Mozaic Apartments, (minority and/or low-income community), would experience the impacts to LAUS as frequently or more frequently as the minority and/or low-income communities within the community analysis study area. Therefore, adverse effects on minority and/or low-income communities would not be appreciably more severe or greater in magnitude than adverse effects on non-minority or low-income communities; or vice-versa for non-minority communities.

- **Vignes Street Undercrossing.** The Build Alternative would include demolition of the existing Vignes Street Undercrossing (which is eligible for listing in the National Register of Historic Places under Criterion A) and replacement with a new bridge. As previously indicated, Mitigation Measure CUL-2 (BETP, described in Section 7.0, Mitigation Measures) is proposed to minimize adverse effects by requiring design plans for the Vignes Street undercrossing to be compatible with the historic character of LAUS and providing for consultation with SHPO, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Cultural Heritage Commission during early design. Adverse effects would remain that would be experienced equally by both populations that are and are not minority and/or low-income living and working within the community analysis study area and those that travel along Vignes Street. Therefore, adverse effects on minority and/or low-income communities would not be appreciably more severe or greater in magnitude than adverse effects on non-minority or non-low-income communities; or vice-versa for non-minority communities.
- **North Main Street Bridge.** The Build Alternative has the potential to cause an adverse effect on the North Main Street Bridge, which has been determined eligible for listing on the NRHP. The bridge's wingwalls are an important character-defining feature and there is no historic period precedent for a median upon its decking where the new median would be constructed. As discussed previously, implementation of Mitigation Measure CUL-2 (BETP, described in Section 7.0, Mitigation Measures) requires that design plans for work on the character-defining features of North Main Street Bridge be developed in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties and require feedback on early designs by consulting parties to progress the

design. There are no minority and/or low-income communities that front the North Main Street Bridge that would have increased exposure to changes to the resource. Adverse effects to the North Main Street Bridge would be experienced equally by the traveling public and populations living and working within the community analysis study area, including both communities that are and are not minority and/or low-income. Therefore, adverse effects on minority and/or low-income communities would not be appreciably more severe or greater in magnitude than adverse effects on non-minority or low-income communities; and vice-versa for non-minority communities.

- **Archaeological Site P-19-001575 (CA-LAN-1575/H).** The Build Alternative would result in the disturbance, displacement, or damage to archaeological remains present in Archaeological Site P-19-001575 (CA-LAN-1575/H), which has been determined eligible for listing in the NRHP under Criterion D. As previously mentioned, Implementation of Mitigation Measure CUL-1 (Archaeological Treatment Plan [ATP], described in Section 7.0, Mitigation Measures) is proposed to minimize adverse effects by preparing an ATP that includes a site-specific sensitivity model to guide work, outlines processes for testing, evaluation and data recovery of known features and deposits, identifies protocols for accidental discoveries, prepares an outreach plan for this site, and plans for ownership and curation of data. In addition, CUL-1 requires training for construction personnel to protect cultural resources. Due to the subsurface nature of the site, potential effects to Archaeological Site P-19-001575 (CA-LAN-1575/H) after implementation of CUL-1 would be experienced by the population living and working within the community analysis study area, including both minority and/or low-income communities as well as non-minority and non-low-income communities. Input from minority communities, low-income communities, and non-minority communities indicated the desire to avoid disruption to cultural remains in Chinatown and the neighborhood north of Cesar Chavez Avenue. If cultural remains are discovered, CUL-1 provides for an outreach plan for input on unanticipated discoveries and data curation. The outreach plan would include targeted outreach to communities for which discoveries may bear important cultural significance. Therefore, adverse effects on minority communities, low-income communities, and non-minority communities related to Archaeological Site P-19-001575 (CA-LAN-1575/H) may be appreciably greater in magnitude than adverse effects on non-minority or non-low-income communities but would be reduced through the implementation of CUL-1. The effects on non-minority communities would not be appreciably greater in magnitude than the effects on minority communities.
- **Paleontological Resources.** Construction of the Build Alternative could result in direct effects on paleontological resources during any phase of work that results in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located. Ground-disturbing construction activities for all phases of work in shallow layers (i.e., fill or recent alluvium) would not affect paleontological resources. As previously mentioned, deeper excavations beneath artificial fill or recent alluvium for components such as proposed bridge structures (run-through tracks structure, Cesar Chavez and Vignes Street Undercrossings, etc.), the concourse, and modifications to existing roads

and highways have the potential to affect paleontologically sensitive deposits of older Quaternary alluvium and underlying Puente Formation. This is considered an adverse effect. Implementation of Mitigation Measures PAL-1 through PAL-3 would minimize adverse effects of the Build Alternative on paleontological resources. Mitigation Measure PAL-1 requires the development and implementation of a Paleontological Mitigation Plan (PMP) including site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery; Mitigation Measure PAL-2 requires provisions that require preparation and implementation of a WEAP training; and Mitigation Measure PAL-3 requires arrangements for curation of significant fossils recovered during construction. With the implementation of Mitigation Measures PAL-1 through PAL-3, a direct adverse effect could still occur during construction because paleontological resources are non-renewable. Potential adverse effects to paleontological resources would be experienced equally by the traveling public and populations living and working within the community analysis study area, including both communities that are and are not minority and/or low-income. Therefore, adverse effects on minority and/or low-income communities would not be appreciably more severe or greater in magnitude than adverse effects on non-minority or low-income communities; and vice-versa for non-minority communities.

Displacements

As discussed previously, a food processing plant, storage facility, and a portion of BNSF's West Bank Yard would be displaced. Research indicates that there is an adequate supply of replacement sites within or in close proximity of the displacement area or within a 5-mile radius of the displacement area. The replacement areas were found to be comparable in terms of amenities to the area where displacement is anticipated to take place.

As discussed in the *Link US Relocation Impact Report*, research indicates that there is an adequate supply of replacement sites, the nature of the competitive industrial and commercial markets in Downtown Los Angeles may make it difficult for displaced businesses to secure replacement sites within Downtown Los Angeles if the businesses are not able to afford subsequent rent increases. Special advisory services would be available through the relocation process. All displacements would be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 United States Code Section 61) and Metro's Relocation Assistance Program. Businesses would work with relocation agents to assist with the relocation process. For these reasons, business displacements would not result in disproportionate or adverse effects on low-income communities or minority communities within the community analysis study area; or vice-versa for non-minority communities.

Direct Effects – Operations

Similar to the evaluation of construction impacts, operational impacts relative to land use and planning; transportation, visual quality and aesthetics; air quality and global climate change; noise and vibration; floodplains, hydrology, and water quality; geology, soils, and seismicity; hazardous

waste and materials; public utilities and energy; and cultural and paleontological resources would not remain adverse upon implementation of mitigation measures outlined in Table 6-5.

Considering the beneficial effects discussed in Section 4.6.2 below and there are no unmitigated adverse effects related to operation, there is no potential for adverse effects that are appreciably more severe or greater in magnitude on minority and/or low-income communities than the effects on non-minority and/or non-low-income communities. Based on these considerations, the Build Alternative would not result in disproportionate or adverse effects on minority communities, low-income communities, or non-minority communities.

Indirect Effects – Construction and Operations

Although the Build Alternative could induce growth from additional transportation infrastructure and enhanced access, the intensity and severity of any potential effects would depend on the market, location, scale, and nature of proposed development relative to community analysis populations. New development would be required to be implemented in accordance with adopted plans and urban planning goals for the downtown area of the City of Los Angeles and the region. Growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate may also result in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located. Any new development that may require land use conversions would be subject to local government regulations and the applicable environmental review and entitlement process, as well as any applicable affordable housing requirements. Even if mitigation measures were to be developed as a result of these environmental reviews, indirect adverse effects to paleontological resources could still occur because paleontological resources are non-renewable. These indirect effects would not be adverse and appreciably more severe or greater in magnitude than effects on non-minority or non-low-income communities in the same area; or vice-versa for non-minority communities.

6.6.3 Beneficial Effects and Offsetting Mitigation Measures

This section considers benefits of the project that may offset the adverse effects discussed in Section 4.6.1, Topics Evaluated. This summary of offsetting benefits is based on a review of the impact analysis in all relevant Chapter 3 sections.

Assessment of Beneficial Effects

The Build Alternative is anticipated to result in improved operational efficiency, capacity, flexibility, and connectivity for trains using LAUS, which would provide a wide range of beneficial impacts on the community as a whole and to transit users especially.

A summary of the beneficial impacts to minority communities, low-income communities, and non-minority communities follows:

- Improved regional connectivity with one seat rides to key destinations in Southern California

- Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train, improving the air quality within the Project study area
- Creation of future retail and transit serving amenities
- Improved pedestrian access to the train platforms and capacity for passengers connecting to various rail/transit services at LAUS with enhanced accessibility for passengers with disabilities
- Mitigation is proposed to reduce train noise at William Mead Homes and Care First Village, two minority and/or low-income communities. These communities are adjacent to the rail corridor and do not currently have any sound walls for existing train traffic.
- Improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit
- Increased tax revenues generated, along with higher employment and labor income, specifically:
 - o Creation of more than 23,000 job-years in Los Angeles County during the construction phase for the Build Alternative with job opportunities for low-income communities and minority communities.
 - o Creation of up to 146 new full-time equivalent positions (including 96 retail jobs) at the concourse in the opening year with job opportunities for low-income communities and minority communities.
 - o Creation of an additional 25 full-time equivalent positions associated with expanded Metrolink and Amtrak services and the introduction of CHSRA service after the opening year (Appendix O of this EIS) with job opportunities for low-income communities and minority communities.
- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region.
- Remediation of hazardous materials sites within the Project study area.

These benefits would be realized by both communities that are and are not minority and/or low-income.

Transit performance would improve upon implementation of the Build Alternative, and these benefits would be realized by both populations that are and are not minority and/or low-income.

LAUS is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. Approximately 110,000 passengers use LAUS each weekday. People from the surrounding communities use LAUS to travel to work or transfer to other rail or bus modes to access job and job-related opportunities throughout the region (Metro 2025d). The Build Alternative would improve access to all transportation services at LAUS, which would have more efficient operations and service. With the Build Alternative, passengers would

have access to HSR service, as well as enhanced Metro, Metrolink, and Amtrak service. Mode choice to access employment, as well as the opportunity to obtain a job closer to the place of residence, is largely influenced by the socioeconomic characteristics of a given community. Individuals who depend on transit for their travel would benefit the most from the Build Alternative, in particular, workers from lower-income households and minority groups who do not own or have access to a private vehicle to meet their travel needs. Those living closest to LAUS would directly benefit most from increased rail transit availability and convenience, improved passenger throughput and amenities, improved access to connecting transit, and the ability to access new job markets as a result of proposed infrastructure. Outreach conducted with minority communities, low-income communities, and non-minority communities, indicated a desire for transit connections, job opportunities, and reduction of noise at William Mead Homes.

Based a review of Table 2 of California Air Resources Board's (CARB) *Draft Funding Guidelines* (CARB 2018), the Build Alternative is consistent with the following guiding principles for California Climate Investments and are summarized here to support the assessment of beneficial effects:

- Facilitate GHG emission reductions.
- Target investments in and benefiting priority populations, with a focus on maximizing disadvantaged community benefits.
- Foster job creation and job training, wherever possible.
- Avoid potential substantial burdens to disadvantaged communities and low-income communities.

In addition, the Build Alternative includes certain infrastructure elements consistent with Metro's *Connect US Action Plan* (Metro 2015), which is intended to encourage people to walk and bicycle between LAUS, 1st Street/Central Street Station, and the surrounding neighborhoods. The Build Alternative would support Metro's objectives of improving basic pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit and supports its goal of prioritizing projects that would benefit communities identified as EFC communities under Metro's Equity Platform. Specifically, the Build Alternative does not preclude active transportation improvements on Center Street, and includes other improvements on Commercial Street, Cesar Chavez Avenue and Vignes Street to enhance multimodal transportation opportunities.

Further, the Build Alternative would contribute to meeting the air pollution and greenhouse gas emission reduction targets in Southern California.

Implementation of the Build Alternative would also facilitate Metro's implementation of Measure M: The Los Angeles County Traffic Improvement Plan. Measure M raises money (through a ½ cent sales tax) to ease traffic congestion; expand rail and rapid transit system; repave local streets, potholes, and synchronize signals; make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled; earthquake-retrofit bridges; and create jobs, reduce pollution, and generate local economic benefits. The benefits provided by Metro through Measure M would be realized by both populations that are and are not minority

and/or low-income; however, Metro’s Equity Platform includes a project prioritization element based on EFC communities and needs.

Offsetting Mitigation Measures

Although the Draft EIS/SEIR does not identify disproportionate or adverse impacts to a minority community, low-income community, or non-minority community, related to any of the identified adverse effects (cultural and paleontological resources and temporary construction noise), Metro sought input from minority communities, low-income communities, and non-minority communities as part of the Draft EIS/SEIR public review process to understand community concerns about the Project and its potential effects. Public notification and outreach included, but was not limited to William Mead Homes, Care First Village, Little Tokyo, and First 5 LA. Input provided by the Little Tokyo community, First 5 LA, and residents of William Mead Homes was evaluated and determined to have been previously addressed by design features, construction phasing, and mitigation measures. For example, Quiet Zone infrastructure would be constructed at North Main Street near William Mead Homes, noise walls would be constructed at William Mead Homes and Care First Village, and construction haul routes would not travel adjacent to First 5 LA or through the Little Tokyo District. As a result of coordination with HACLA, Mitigation Measure NV-1, Construct Sound Walls, was revised to include additional detail about the timing and future maintenance of the sound wall at William Mead Homes. At the request of HACLA, Metro also adopted a proposed Offsetting Mitigation Measure (OMM) to complement existing construction mitigation measures to further limit impacts and be sensitive to community feedback related to William Mead Homes, a minority and/or low-income community with immediate proximity to construction. OMMs are separate from the direct mitigation measures in the Final EIS; and separate from improvements required by local, state, or federal mandates.

OMM AQ-4, Construction Air Quality Monitoring at William Mead Homes provides an opportunity to limit construction-related air quality effects to public health and provides additional environmental controls to offset potential localized construction-related air quality effects. OMM AQ-4 will complement AQ-1, Fugitive Dust Control, AQ-2, U.S. EPA Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment, and AQ-3, Adaptive Air Quality Management Plan.

Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the US Environmental Protection Agency (USEPA). This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also

provide contact information for a construction representative to be identified for inquires by residents of the William Mead Homes community and guidance for community notifications.

Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public.

OMM AQ-4 consists of monitoring during construction and does not include infrastructure development or construction, therefore, it would not result in physical impacts on the environment.

6.6.4 Conclusion

As previously indicated, the determination of whether the effects of the Build Alternative are disproportionate and adverse depends on whether 1) the effects of the Build Alternative would be borne predominantly by a minority community, low-income community, or non-minority community; or 2) the effects of the Build Alternative would be appreciably more severe or greater in magnitude on minority and/or low-income communities than the effects on non-minority and/or non-low-income communities; or vice-versa for non-minority communities.

The determination considers the totality of the locations of adverse effects relative to minority communities, low-income communities, and non-minority communities, the severity of the adverse effect and the success of proposed mitigation in reducing the effect, whether mitigation measures reduce effects equally for both minority and/or low-income communities and non-minority and/or non-low-income communities, and the benefits that these communities would receive.

As described above, the Build Alternative would result in adverse effects related on the following topics related to communities and neighborhoods:

- Land use and planning;
- Transportation;
- Visual quality and aesthetics;
- Air quality and global climate change;
- Noise and vibration;
- Floodplains, hydrology, and water quality;
- Geology, soils, and seismicity;
- Hazards and hazardous materials;

- Public utilities and energy; and
- Cultural and paleontological resources.

Mitigation measures, best management practices, and compliance with federal, state, and local requirements outlined in Chapter 7.0 would minimize these adverse effects. However, temporary construction effects related to cultural and paleontological resources and temporary construction noise would remain adverse under NEPA even after implementation of the applicable mitigation measures.

The socioeconomic planning area contains both populations that are and are not minority and/or low-income. Sensitive receptors at William Mead Homes (minority and/or low-income community), Care First Village, and the Mozaic Apartments (non-minority and/or non-low-income) would be subject to similar levels of noise construction impacts. Because temporary construction noise impacts would affect both populations that are and are not minority and/or low-income at similar intensity and frequency (77 units within a minority and/or low-income community would be subject to noise that exceeds the City's 75 dBA limit and 82 units within a non-minority and/or non-low-income community would be subject to noise that exceeds the City's 75 dBA limit), temporary impacts associated with construction noise effects would not be disproportionate and significantly adverse nor would they be predominantly borne by a minority and/or low-income communities; or vice-versa for non-minority communities.

Project-related benefits throughout operations would also be equally distributed throughout the communities considered. As discussed in the evaluation for Section 6.6.2, the effects of the Build Alternative would not be appreciably more severe or greater in magnitude on minority and/or low-income communities than the effects on non-minority and/or non-low-income communities because the community analysis study area and communities immediately adjacent to the Project footprint contains both communities that are and are not minority and/or low-income. OMM AQ-4 was introduced to complement existing mitigation measures and further limit or compensate potential localized impacts would provide benefits to a minority and/or low-income community.

Based on these considerations, the Build Alternative would not result in disproportionate or adverse effects on minority communities, low-income communities, and non-minority communities.

6.7 Growth-Related Effects

Under NEPA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered substantial if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Growth is influenced by many factors, including:

- Perceived quality of life
- General economic conditions

- Specific market conditions for housing, employment, and related services
- Availability and condition of infrastructure, ranging from schools to transportation systems
- Local and regional growth management and land use policies
- Access to recreational opportunities

Substantial growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered an adverse effect if it directly or indirectly impacts the ability of agencies to provide needed public services or if it can be demonstrated that the potential growth significantly impacts the environment in some other way.

Transportation projects can impact the location, rate, type, or amount of growth in an area. Some types of development may be directly induced by a project (e.g., a project serving specific types of land development). However, most land use changes in California are not direct consequences of a transportation project but rather occur indirectly due to changes in travel time and increased land accessibility in areas that may be suitable for development. The result may be a change in spatial distribution of development over time, such as commercial development around a new transportation feature. Transportation projects may reduce the time cost of travel, thereby enhancing the attractiveness of surrounding land to developers and consumers. When the change in accessibility provided by a transportation project facilitates land use change and growth in population and employment, one outcome can be growth-related impacts on environmental resources.

The potential growth-related effects of the Build Alternative were considered in the context of the first-cut screening analysis approach (Table 6-6).

Table 6-6. Summary of First-Cut Screening Analysis

Screening Criteria	Analysis
How, if at all, would the proposed action potentially change accessibility?	The Build Alternative would increase accessibility to the transportation system but also enhance accessibility to the station itself. At LAUS, the Build Alternative would enhance Americans with Disabilities Act accessibility with new vertical circulation elements while accommodating the projected increase in ridership. At Cesar Chavez Avenue and Vignes Street, bridge replacements would be conducted in a manner to facilitate future complete streets improvements along the affected portions of the roadways. Roadway improvements south of LAUS would encourage active transportation and nonmotorized accessibility in the surrounding areas.
How, if at all, would the Project type, Project location, and growth pressure potentially influence growth?	The Build Alternative on its own cannot impact variables such as economic opportunities, employment, or housing availability, which directly impact local and regional development growth. As a result of enhanced access to LAUS, the Build Alternative could affect growth and development by supporting Metro and the City's ability to implement land use plans near LAUS consistent with statewide planning objectives that encourage-transit-oriented development. The Build Alternative may also attract businesses from other areas of the region to the socioeconomic planning area because of increased pedestrian activity around the station, as well as

Table 6-6. Summary of First-Cut Screening Analysis

Screening Criteria	Analysis
	<p>additional visitors passing through the area. The 2015 Union Station Master Plan identifies adjacent parcels that could be redeveloped. The type of development expected around LAUS would most likely be transit-oriented development, consistent with the ADSP. Transit-oriented development is typically denser, mixed-use residential and commercial development designed to maximize access to public transportation. While the Build Alternative is expected to influence growth, growth in the city and county is expected regardless of Build Alternative implementation when considering other influences.</p>
<p>Is Project-related growth reasonably foreseeable?</p>	<p>As discussed above, the Build Alternative may influence the amount, timing, or location of growth in the socioeconomic planning area. Therefore, reasonably foreseeable Project-related growth is anticipated.</p>
<p>If there is Project-related growth, how, if at all, would it impact resources of concern (e.g., wetlands, vernal pools, threatened/endangered species, prime farmland, Section 4(f) property, etc.)?</p>	<p>There are no resources of concern that would be affected by the Build Alternative, with exception of Section 4(f) properties. While the Build Alternative would include the construction of additional transportation infrastructure in the vicinity of Section 4(f) properties, the majority of proposed infrastructure would be constructed along an existing transportation corridor and at an existing station in a highly urbanized area. There is no lack of existing infrastructure in the socioeconomic planning area that would serve as an obstacle to growth. Projected population growth would occur in the socioeconomic planning area with or without the proposed infrastructure. In addition, potential growth has already been captured at the local and regional level. Therefore, no additional impacts associated with resources of concern are anticipated with implementation of the Build Alternative.</p>

Notes:

ADSP=Alameda District Specific Plan; LAUS=Los Angeles Union Station

7.0 Mitigation Measures

The following mitigation measure would reduce adverse effects on communities and neighborhoods. Not all mitigation measures for each topic area are included in the list below. Only the specific measures relative to the evaluation of effects on communities and neighborhoods are included below.

LU-1 Enhance Neighborhood Connectivity: Consistent with the *Los Angeles River Revitalization Master Plan*, RIO District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro’s LA River Path Project, and Metro’s Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified adverse effect/significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.

TR-1 Prepare a Construction TMP: During the final engineering phase, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated among the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on- and off-ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible, and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.

- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.
- The contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.

TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street): Metro shall implement the following:

- A. Pursuant to Metro Board Motion 2025-0931, Malabar Yard Mitigations and Continued Collaboration Motion (Oct. 23, 2025), Metro shall collaborate with BNSF to explore potential alternative approaches to rail storage to mitigate NEPA/CEQA significant and adverse environmental impacts caused by the loss of BNSF tracks at the West Bank Yard. Any alternative approach, other than the Malabar Yard Railroad Improvements, must be approved by CHSRA, as NEPA lead agency. This collaboration process includes meeting with BNSF and the City of Vernon (together or separately as appropriate) to seek written commitments from BNSF that may minimize impacts to the City of Vernon.

As part of Step A above, Metro shall retain an independent railroad consultant to update data and analysis that demonstrates the need for Malabar Yard Railroad Improvements to mitigate the significant environmental effects that would result from the removal of BNSF storage tracks at the West Bank Yard. This independent assessment shall be completed before any implementation of Malabar Yard improvements. On the basis of this independent assessment, Metro and CHSRA may determine, regardless of BNSF concurrence, whether the Malabar Yard Railroad Improvements continue to be needed as a mitigation.

- B. If Metro does not implement the Malabar Yard Railroad Improvements due to Step A above, Metro need not implement the measures in the City of Vernon identified in Table 2 of the Mitigation Monitoring and Reporting Program (MMRP) [Record of

Decision Appendix A (MMRP), Table 2 (MMRP Malabar Yard Railroad Improvements)].

If the collaboration between Metro, the City of Vernon, and BNSF under step A or the analysis under Step A, above, do not result in any mitigation approach other than the Malabar Yard Railroad Improvements, then Metro shall implement Design Option 2 for the Malabar Yard Railroad Improvements as follows:

- 49th Street Closure Design Option 2 - Hammerhead Cul-de-Sac: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of freight storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard.
- 46th Street Connector Design Option 2 - Northern Alignment: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction.

The timing for implementation and operation of the Malabar Yard Railroad Improvements shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, as NEPA lead agency, mutually find and conclude removing those tracks first would not cause CEQA/NEPA significant and adverse environmental effects. Such a finding must be supported by a written analysis undertaken by Metro and approved by CHSRA for NEPA sufficiency, before the removal of BNSF storage tracks at West Bank Yard.

AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the Project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.

- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.
- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the Project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in Project specifications and shall be implemented by the construction contractor.

AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be

achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.

Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.

On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators, in coordination with Metro, who has authority as the owner of Union Station, and California State Transportation Agency, shall either implement rail fleet emerging technologies consistent with *2018 California State Rail Plan* Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Project study area.

After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration

levels in the Project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.

Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:

- Electric multiple unit systems.
- Diesel multiple units.
- Battery-hybrid multiple units.
- Renewable diesel and other alternative fuels.

Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Project study area.

AES-1 Aesthetic Treatments: Retaining walls Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during Project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Metro shall also enter into maintenance agreements with HACLA and Care First Village. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall.

AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas. A Construction Lighting Management Plan shall be prepared and coordinated with Metrolink Operations & Safety to ensure work-zone lights do not impact train engineers' vision or passengers on adjacent platforms.

AES-3 Screen Direct Lighting and Glare: During final design, all new or replacement lighting shall comply with *Metro Rail Design Criteria* (Metro 2013), *SCRRRA Design Criteria Manual* (SCRRRA 2014), CHSRA design criteria, Illuminating Engineering Society standards (Illuminating Engineering Society 2011a, 2011b, 2014), maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11), and LEED® standards for new construction. In addition, all permanent lighting shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.

NV-1 Construct Sound Walls: As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad right-of-way and shall extend up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad right-of-way and shall extend up to 13 feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound walls shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot.

NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures to be implemented include, but are not limited to, the following:

- Design considerations and project layout:
 - o Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction activities and noise-sensitive receivers.
 - o Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.
 - o Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.
 - o When in use, locate equipment on the construction site as far away from noise-sensitive sites as possible.

- o Construct walled enclosures around especially loud activities or clusters of loud equipment (i.e., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).
- Sequence of operations:
 - o Restrict pile driving to daytime periods.
 - o Combine loud operations to occur in the same time period.
 - The total noise level produced would not be substantially greater than the level produced if the operations were performed separately.
 - o Avoid nighttime activities to the maximum extent feasible
 - Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
- Alternative construction methods:
 - o Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.
 - Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.
 - o Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.
 - o Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).
 - o Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.

In an effort to keep construction noise levels below FTA's construction noise and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration-intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities. Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration prior to construction, Metro and/or the construction contractor shall prepare and maintain a

community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

CUL-1 Archaeological Treatment Plan (ATP). Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior’s Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the National Historic Preservation Act (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation *Archaeological Resources Management Reports: Recommended Contents and Format* (Office of Historic Preservation 1990).

The ATP shall include, at a minimum, the following elements:

- **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the

Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.

- **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on Occupational Safety and Health Administration (OSHA) requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.
- **Archaeological and Native American monitoring** – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the inadvertent discovery of archaeological features or deposits** – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.
- Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony –

The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribes identified by the Native American Heritage Commission as the Most Likely Descendant, and in accordance with applicable regulations.

- **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.
- **Cultural resource worker environmental awareness program (WEAP) training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation’s *Archaeological Resources Management Reports: Recommended Contents and Format*.
- **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993).
- **Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code** – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans’ responsibilities under Section 5024 of the California Public Resources

Code to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant. Caltrans also offered to provide copies of recent cultural resource studies that could be used to inform the Archaeological Treatment Plan to be prepared for the Project and suggested that the proposed mitigation measure for archaeological historic properties reference the California Office of Historic Preservation's guidelines for curation.

CUL-2 Built Environment Treatment Plan (BETP). Prior to construction, the Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the National Historic Preservation Act (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence.

The BETP shall include, at a minimum, the following elements:

- **Historic American Buildings Survey (HABS) documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation:
 - o Pedestrian passageway
 - o Ramps
 - o Railings
 - o Platforms
 - o Butterfly shed canopies

- o South retaining wall
- o Terminal Tower
- o Car Supply/Maintenance Building
- o Cesar Chavez Avenue Undercrossing
- o Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)
- **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior’s Standards for Rehabilitation shall be followed where restoration is not feasible.
- **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall consider the feasibility of salvaging significant architectural details from LAUS for use in the educational display.
- **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If all of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished.
- **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses.
- **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties with the objective of minimizing visual impacts of the proposed safety improvements to the historic character of the bridge, to the extent feasible.

- **Design review** – The BETP shall identify parties—including SHPO, the City of Los Angeles Office of Historic Resources, and the City of Los Angeles Cultural Heritage Commission—to be consulted during early design phases of the Project regarding the following items:
 - o alterations to or demolition of character-defining features of LAUS
 - o restoration of the existing LAUS passenger concourse
 - o educational display for LAUS
 - o alterations to character-defining features of the North Main Street BridgeMetro shall take into consideration the feedback received in progressing the design to completion.
- **Response plans** – The BETP shall include requirements for the development of protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources.

PAL-1 Paleontological Mitigation Plan (PMP): It is anticipated that Quaternary older alluvium or Puente Formation, which are geologic units that have a high sensitivity level, would be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery.

The PMP shall include a requirement for full time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation. Monitoring is not recommended for excavations that only impact artificial fill and Quaternary younger alluvium.

The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25 foot radius of the discovery), and Metro’s qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro’s qualified paleontologist.

- PAL-2 Paleontological WEAP Training:** Metro’s qualified paleontologist shall prepare a paleontological resource focused WEAP training that shall be delivered to all ground disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.
- PAL-3 Curation:** Metro shall make arrangements for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro’s qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidates or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.
- HWQ-1 Prepare and Implement a SWPPP:** During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (construction general permit [CGP]) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Project, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and became effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to State Water Resources Control Board within 90 days of completion of construction and stabilization of the site.
- HWQ-2 Final Water Quality BMP Selection (Caltrans ROW):** Metro shall comply with the provisions of the Caltrans MS4 Permit (Order Number 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) that was adopted June 22, 2022, and became effective January 1, 2023, and any applicable provisions of the Caltrans Stormwater Management Plan for long-term BMPs. This post-construction requirement shall only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans *Project Planning and Design Guide* (latest edition).

- HWQ-3 Final Water Quality BMP Selection (Railroad ROW):** For the portion of the Project outside Caltrans ROW and not under the jurisdiction of the City of Los Angeles, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit).
- HWQ-4 Final Water Quality BMP Selection (City of Los Angeles):** Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004), effective September 11, 2021 (known as the Phase I Permit). This post-construction requirement shall apply to the entire Project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.
- HWQ-5 Comply with Local Dewatering Requirements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles.
- HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compound Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Los Angeles.
- HWQ-7 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses:** Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (Industrial General Permits; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the Project. This shall include preparation of industrial SWPPP(s), as applicable.

HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP): Prior to construction, an HMMP shall be prepared by the contractor that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the Project footprint, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200).
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120).
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38).
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910).
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200).
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).

HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA): Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on the completed Phase I ESA) for properties within the Project footprint that would be affected by excavation. Phase II activities shall consist of:

- Collection of soil, groundwater, and soil vapor samples from borings, for geologic and environmental analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the Project area.
- Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: volatile organic compounds, Polycyclic Aromatic Hydrocarbons (PAHs), total petroleum hydrocarbons (TPH), polychlorinated biphenyls (PCBs), and California Code of Regulations Title 22 metals.

A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.

HAZ-3 Prepare a General Construction Soil Management Plan: Prior to construction, the contractor shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the duration of construction. Any soil imported to the Project site for backfill shall be certified clean per DTSC's *Information Advisory-Clean Imported Fill Material* prior to use.

General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:

- General worker health and safety procedures
- Dust control
- Management of soil stockpiles
- Traffic control
- Stormwater erosion control using BMPs

HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP): Prior to construction, the contractor shall prepare parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination is expected to vary widely across the Project footprint, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil disposal protocols.
- Protocols governing the discovery of unknown contaminants.
- Management of soil on properties within the Project footprint with LUCs or known contaminants.

Prior to construction on individual properties with LUCs or known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities and submitted to and DTSC for approval. The HASPs shall be prepared to

meet OSHA requirements, Title 29 of the CFR 1910.120 and California Code of Regulations Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property
- Mitigation and monitoring measures that are protective of site worker and public health and safety

Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the proposed infrastructure, and each of the contaminated sites.

HAZ-5 LUC Sites and Coordination with the DTSC: Prior to construction on properties with an LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment.

HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered: Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials or abandoned oil wells are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, asbestos containing materials (e.g., transite pipes), and/or abandoned oil wells encountered during the construction process.

HAZ-7 Compliance with the City of Los Angeles Building Code Methane Regulations: Prior to final design, Metro shall verify that the design of infrastructure improvements located within Methane Buffer Zones (as defined by Los Angeles Bureau of Engineering) comply with the City of Los Angeles Building Code regulations set forth in Ordinances 175790 and 180619. The ordinances require evaluation of methane hazards and mitigation of a methane hazard, if one exists, depending on the severity of the hazard.

HAZ-8 Pre-Demolition Investigation: Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as asbestos containing materials, lead-based paint, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant shall be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and the survey report shall be submitted to the SCAQMD with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

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Appendix A: Consistency with Applicable Plans, Policies, and Programs

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Plans/Programs/Policies	Build Alternative Consistency
Section 3.2, Land Use and Planning	
<i>Federal</i>	
Partnership for Sustainable Communities Livability Principles	
<p>Principle 1. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.</p>	<p>Consistent. The Build Alternative would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at Los Angeles Union Station (LAUS), and improved on-time performance for trains using LAUS. The Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned high-speed rail (HSR) system. In addition, the Build Alternative would also indirectly contribute to cumulative benefits for the region, including a regional reduction of greenhouse gas emissions (GHG) and vehicle miles traveled as demonstrated by the Southern California Associated Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), thereby promoting/improving public health and air quality.</p>
<i>Regional</i>	
SCAG Regional Comprehensive Plan (2008)	
<p>Land Use and Housing Goals:</p> <ul style="list-style-type: none"> Focusing growth in existing and emerging centers and along major transportation corridors. Creating significant areas of mixed-use development and walkable, "people-scaled" communities. 	<p>Consistent. The Build Alternative would provide continued and expanded development of the site as a major transit hub for the region and a mixed-use development providing retail, tourism, and related uses. The Build Alternative would accommodate future complete streets design elements, including new sidewalks, bike lanes, and pedestrian safety/ADA features on affected roadways. Additionally, implementation of Mitigation Measure LU-1 (as described in Section 3.2, Land Use and Planning, of the EIS) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.</p>
<i>Local</i>	
LAUS Sustainable Neighborhood Assessment	
<p>Recommendation 2: Neighborhood Connectivity</p>	<p>Consistent. As discussed in Section 3.2, Land Use and Planning, of the EIS, the Build Alternative does not include pedestrian accommodations, cycling facilities, or</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>Action 1: Pedestrian Accommodations. Upgrade walkability features in and around Union Station to provide connections to surrounding communities and foster an environment of inclusion and safety for pedestrians.</p> <p>Action 2: Cycling Facilities. Introduce cycling accommodations in the area immediately surrounding Union Station and connect this network to Downtown’s existing cycling infrastructure.</p>	<p>linkages for pedestrians and cyclists in or around LAUS. New run-through track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections to the Los Angeles River; particularly connections from LAUS to the Los Angeles River.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking the in the Project study area, consistent with the LAUS Sustainable Neighborhood Assessment.</p>
<p>Recommendation 3: River Connections</p> <p>Action 1: Explore pedestrian linkages between the east side of Union Station to the Los Angeles River</p>	<p>Consistent. The Build Alternative does not provide a pedestrian linkage between the east side of LAUS to the Los Angeles River.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking the in the Project study area. Mitigation Measure LU-1 would require Metro, in coordination with the City of Los Angeles, to implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median would be required) along Commercial Street from Alameda Street to Center Street. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.</p>
<p>Metro ConnectUS Action Plan (2015)</p>	
<p>Objective 3: Provide basic pedestrian and bicycle facilities to allow people to safely walk, bike and use transit in the Project study area.</p>	<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would support the objectives of the Connect US Action Plan.</p>
<p>Metro Green Construction Policy (2014)</p>	
<p>The Green Construction Policy outlines Metro’s commitment to using greener, less polluting construction equipment and vehicles, as well as implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and ROW.</p>	<p>Consistent. The Build Alternative would implement Mitigation Measure AQ-2 (Compliance with U.S. EPA’s Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment) which ensures that all off-road diesel powered construction equipment greater than 50 horsepower will be in compliance with Metro’s Green Construction Policy which requires adherence to U.S. EPA’s Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition to the use of Tier 4</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>City of Los Angeles Sustainable City pLAn (2019)</p> <p>The Sustainable City pLAn (plan) is the City of Los Angeles’ expanded sustainability framework. The Plan includes sustainability targets pertaining to renewable energy, water sourcing, green building, reduced vehicle miles travelled, the construction of new housing, the production of zero emission vehicles, green jobs, and the reduction in municipal greenhouse gas emissions.</p>	<p>equipment, all off-road construction equipment will be fueled using 100 percent renewable diesel.</p>
<p>City of Los Angeles Framework Element (2001)</p> <p>Goal 3K: Transit stations to function as primary focal point of the City of Los Angeles’ development.</p>	<p>Consistent. The Build Alternative would support sustainability targets contained in this plan by providing more efficient rail transportation and would indirectly contribute to a regional reduction of GHG emissions and vehicle miles traveled as demonstrated by the 2020 RTP/SCS.</p>
<p>City of Los Angeles Downtown Community Plan (2023)</p> <p>Guiding Principles: Accommodate anticipated growth in an inclusive, equitable, sustainable, and healthy matter. Support and sustain downtown’s ongoing revitalization. Promote a transit, bicycle, and pedestrian-friendly environment. Strengthen neighborhood character. Create linkages between districts. Create a world-class public realm.</p>	<p>Consistent. Concourse related improvements at LAUS are proposed to improve the efficiency of the station and accommodate future growth and transportation demands in the region. The improvements to LAUS could attract additional development to the area by increasing access, improving operational efficiencies, and including transit serving retail amenities.</p>
<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would facilitate future active transportation and enhance connectivity in the City of Los Angeles. Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking the in the Project study area.</p>	

Plans/Programs/Policies	Build Alternative Consistency
<p>PO 8.4 Identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River and coordinate with all affected landowners, agencies, and rail companies.</p> <p>PO 9.1 Support infrastructure improvements to accommodate future passenger and transportation services and capacity needs, while ensuring the River functions as a public open space.</p> <p>PO 9.4 Support the recommendations of the Los Angeles River Design Guidebook.</p> <p>MC 2.10 Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation.</p> <p>MC Goal 4. A safe and integrated bicycle network that provides access to transit and key destinations.</p>	<p>Consistent. The Build Alternative includes implementation of several infrastructure improvements that would facilitate future active transportation in the City of Los Angeles. Additionally, the Build Alternative does not preclude implementation of the Los Angeles River Path Project. The Build Alternative would support planned active transportation projects by improving connections to the Los Angeles River with implementation of Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) to facilitate cycling and walking in the Project study area.</p> <p>Furthermore, the Build Alternative would comply with all applicable recommendations of the Los Angeles River Design Guidebook. For example, the Build Alternative would comply with Objective 1 of the Los Angeles River Design Guidelines – consider river context, visibility, and access in building and site design. This would include promoting pedestrian connectivity to and from the river by placing publicly accessible entrances at grade level, or slightly above, and unobstructed from view from the river corridor. It would also activate the passageway to enhance safety and visual interest by incorporating pedestrian-level lighting, benches, and/or landscaping or special paving.</p>
<p>PO 9.3 Design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, and automobile traffic can coexist safely with strategies such as Slow Street design.</p>	<p>Consistent. The Build Alternative would involve the replacement of the Vignes Street and Cesar Chavez Avenue Bridges. The bridges would be expanded to accommodate for future active transportation (bicyclists, pedestrians, etc.). South of LAUS, the improvements at the Center Street and Commercial Street intersection would include ADA accessibility updates and new bike lanes. Implementation of Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) would facilitate cycling and walking the Project study area. Additionally, the Build Alternative would also involve the following:</p> <ul style="list-style-type: none"> • LAUS Concourse improvements – passenger safety and accessibility improvements and related amenities (ADA accessibility, VCEs, expanded passageways designed in accordance with the most recent CBC, etc.) including the East and West Plazas. • Rail signal improvements – replacement of the rail signals and communication system to optimize track phasing and increase efficiency. • Circulation and streetscape improvements and safety improvements on US-101 and along nearby streets. Circulation and streetscape improvements associated with the Build Alternative would enhance public safety. Safety improvements to portions of North Main Street and US-101 would be

Plans/Programs/Policies	Build Alternative Consistency
<p>PO 8.2 Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the West Santa Ana Branch Line.</p> <p>LU 22.3 Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.</p> <p>LU 22.15 Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.</p> <p>LU 22.16 Advance efforts to plan for the future integration of high-speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.</p> <p>LU 22.17 Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts.</p> <p>MC Goal 5. A comprehensive transit system that connects downtown's districts and downtown to communities throughout the region.</p> <p>MC 5.1 Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times.</p> <p>MC 2.1 Establish a mode share goal of 75 percent for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.</p> <p>MC 2.2 Implement strategies to reduce vehicle miles travelled per capita.</p> <p>MC 2.3 Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as</p>	<p>implemented as part of the Build Alternative, as would modifications to existing streetlights and traffic signals.</p> <p>Consistent. From an overall regional perspective, the Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system.</p> <p>The Build Alternative would also accommodate up to 160,000 square feet of transit-serving retail uses and up to 30,400 square feet of office/commercial uses.</p> <p>The Build Alternative would include implementation of several infrastructure improvements that would support the objectives of the ConnectUS Action Plan.</p> <p>Consistent. The Build Alternative anticipates a transit mode split of 80 percent for employees in the retail and office/commercial space based on the 2016 market study.</p> <p>The Build Alternative would result in a regional reduction of GHG emissions and vehicle miles traveled by accommodating future growth and transportation demands.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>at transfer points to inform Downtown residents, workers, and visitors about and provide access to a variety of mobility options.</p> <p>MC 2.5 Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.</p>	<p>The Build Alternative would be consistent with these goals.</p>
<p>City of Los Angeles Alameda District Specific Plan (1996)</p>	
<p>The ADSP encourages continued and expanded development of LAUS as a major transit hub for the region.</p> <p>Goal 10: B. Assure orderly development and appropriate capacity of public facilities for the intensity and design of development by establishing general procedures for development within the Specific Plan area</p> <p>The specific plan also includes the following provisions for pedestrian connections:</p> <p>Pedestrian connections shall be constructed on the LAUS property leading to the old plaza of Olvera Street and the United States Postal Terminal Annex property.</p> <p>Pedestrian connections shall be constructed from the United States Postal Terminal Annex property to LAUS and to Chinatown.</p> <p>Pedestrian connections shall be constructed with lighting, landscaping, hardscape improvements, and directional signs to encourage pedestrian use.</p>	<p>Consistent. The Build Alternative is consistent with the provisions of the ADSP relative to enhanced multimodal connectivity and pedestrian connections. Based on information from City of Los Angeles Department of City Planning, Metro is authorized by the State of California to develop its property under legislation (Assembly Bill 152) and Public Utilities Code 30631a. There is development capacity exists within the overall development cap under the ADSP. The Phase II development cap is 7,053,700 square feet and approximately 5,993,681 square feet remains. The development of up to 600,000 square feet transit space, including up to 160,000 square feet of transit-serving retail use, would be consistent with the development envisioned under the ADSP.</p> <p>In addition to the development square footage cap, the ADSP also includes a trip generation cap that represents the maximum number of trips that are allowed to be generated by the development contained in the ADSP. The total operational trip cap (Phase I and Phase II combined) is 3,438 peak hour trips.</p>
<p>City of Los Angeles Cornfield Arroyo Seco Specific Plan (2014)</p>	
<p>The purpose of the specific plan is to convert the plan area into a compact, livable, walkable mixed-use, public transit-focused neighborhood.</p>	<p>Consistent. The Build Alternative would not result in changes to existing land uses or infrastructure that would conflict with the initiatives of the specific plan. No infrastructure is proposed in the specific plan area that would adversely effect walkability or transit focused development. Therefore, the Build Alternative would be consistent with this plan.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>City of Los Angeles Overlay Districts</p> <p><i>RIO District:</i> The RIO provides guidelines for new “complete” streets, and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are proposed. The RIO is intended to enable the city to better coordinate land use development along the 32-mile corridor of the Los Angeles River within the city’s boundaries.</p>	<p>Consistent. New run-through track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections to the Los Angeles River; particularly connections from LAUS to the Los Angeles River.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area. Mitigation Measure LU-1 would require Metro, in coordination with the City of Los Angeles, to implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median would be required) along Commercial Street from Alameda Street to Center Street. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.</p>
<p>Section 3.3, Transportation</p>	
<p>Federal</p>	
<p>SCAG Federal Transportation Improvement Program (2023)</p>	
<p>Policy Guideline: Each project in the County Transportation Improvement Program submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with the Moving Ahead for Progress in the 21st Century Act Each FTIP project must show consistency with the project’s design concept, and timely implementation as reflected in the adopted RTP/SCS.</p>	<p>Consistent. Amendment #2 to the 2020 RTP/SCS; Connect So Cal included the 2023 FTIP, and the Link US Project is listed as #LAOG1051. The Build Alternative would be consistent with and reflect the investment priorities established in the FTIP as it would include construction of the full viaduct structure over the US-101 that accommodates new run-through tracks in the interim, track, signal, and communication work in the throat segment, run-through platforms, quiet zone improvements at Main Street grade crossing, and active transportation improvements. Therefore, the Build Alternative would be consistent with the 2023 FTIP.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>State</p> <p>California Transportation Plan 2050 (2021)</p> <p>Vision: A safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health</p> <p>Goal 1: Safety. Provide a safe and secure transportation system.</p> <p>Goal 2: Climate. Achieve statewide GHG emissions reduction targets and increase resilience to climate change.</p> <p>Goal 3. Equity. Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups.</p> <p>Goal 4. Accessibility. Improve multimodal mobility and access to destinations for all users.</p> <p>Goal 7. Environment. Enhance environmental health and reduce negative transportation impacts.</p> <p>Goal 8. Infrastructure. Maintain a high-quality, resilient transportation system.</p>	<p>Consistent. The Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. The Project study area is a designated as a high-quality transit area and transit priority area for the SCAG region and could attract transit-oriented development to the immediate area surrounding LAUS. Furthermore, the Build Alternative would contribute to meeting the state’s greenhouse gas emission reduction goals.</p>
<p>California State Rail Plan (2018)</p> <p>2027 Mid-Term Plan – Regional Goal: Los Angeles Urban Mobility Corridor</p> <p>Provide run-through service at LAUS as part of the Link US program, allowing for the restructuring of intercity and regional services passing through LAUS, covering local and express stations throughout the region on at least a half-hourly basis (local stops) and hourly basis (express stops).</p>	<p>Consistent. The Build Alternative would result in a more efficient transportation system by replacing the stub-end tracks station with a run-through tracks station. The Build Alternative would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at LAUS, and improved on-time performance for trains using LAUS. Therefore, the Build Alternative would be consistent with this goal.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>Smart Mobility Framework (2010)</p> <p>Smart Mobility Principles: Health and Safety. Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living and lessen exposure to pollution. Reliable Mobility. Manage, reduce, and avoid congestion by emphasizing multimodal options and network management through operational improvements and other strategies. Provide predictability and capacity increases focused on travel that supports economic productivity. Environmental Stewardship. Protect and enhance the state’s transportation system and its built and natural environment. Act to reduce the transportation system’s emission of GHGs that contribute to global climate change. Location Efficiency. Integrate transportation and land use in order to achieve high levels of non-motorized travel and transit use, reduced vehicle trip making, and shorter average trip length while providing a high level of accessibility.</p>	<p>Consistent. The Build Alternative would increase operational capacity at LAUS to serve the forecasted increase in population. The Build Alternative would improve mobility by adding capacity and operational flexibility for regional/intercity rail train operators using LAUS. The Build Alternative would reduce vehicular miles traveled and is also expected to reduce associated GHGs from vehicular movements. The Build Alternative would result in an economic benefit during construction and operation by adding jobs and an increase in sales and property tax from concourse-related improvements. The proposed improvements align with regional and statewide objectives that call for increased regional/intercity service and introduction of the planned HSR system. Therefore, the Build Alternative would be consistent with these principles.</p>
<p>Regional</p> <p>SCAG 2020-2045 RTP/SCS: Connect SoCal (2020)</p> <p>Transportation Strategies: Completing Our System – <u>Passenger Rail</u>: The 2020 Connect SoCal vision for passenger rail in the SCAG region consists of four main elements:</p> <ul style="list-style-type: none"> • Grow ridership • Provide more frequent and new services • Improve connectivity • Secure funding 	<p>Consistent. The Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region, and accommodate the planned HSR system. Additionally, the Build Alternative would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at LAUS, and improved on-time performance for trains using LAUS. In September 2019, the CHSRA, Metro and the California State Transportation Agency executed an MOU which established a commitment for these agencies to work together cooperatively to execute a full funding agreement for the remaining \$423.3 million for the LINK US Project.</p>

Plans/Programs/Policies	Build Alternative Consistency
	Therefore, the Build Alternative would be consistent with the transportation strategies for passenger rail.
SCAG Regional Comprehensive Plan (2008)	
Transportation Goals: <ul style="list-style-type: none"> A more efficient transportation system that reduces and better manages vehicle activity. A cleaner transportation system that minimizes air quality impacts and is energy efficient. 	<p>Consistent. The Build Alternative would result in a more efficient transportation system by replacing the stub-end tracks station with a run-through tracks station. The Build Alternative would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at LAUS, and improved on-time performance for trains using LAUS.</p> <p>The Build Alternative would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled as demonstrated by the 2020 RTP/SCS, thereby supporting cleaner transportation. The Build Alternative would be consistent with these goals.</p>
CHSRA 2020 Business Plan (2020)	
Objective 1) Expand economic development; 2) Meet the state's environmental objectives, particularly the reduction of greenhouse gas emissions; and 3) improve mobility for citizens.	<p>Consistent. The Build Alternative would result in an economic benefit during construction and operation by added jobs and an increase in sales and property tax from concourse-related improvements. The proposed improvements align with regional and statewide objectives that call for increased regional/intercity service and introduction of the planned HSR system. The Build Alternative would reduce vehicular miles travels and is also expected to reduce associated GHGs from vehicular movements. The Build Alternative would improve mobility by adding capacity and operational flexibility for regional/intercity rail train operators using LAUS.</p>
Metro ConnectUS Action Plan (2015)	
Objective 3: Provide basic pedestrian and bicycle facilities to allow people to safely walk, bike and use transit in the Project study area.	<p>Consistent: The Build Alternative has incorporated bicycle lanes and dedicated pedestrian facilities in its design. The Build Alternative would improve walkability, bicycle safety, and encourages transit use.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>SCRRRA Southern California Optimized Rail Expansion (SCORE) Program (2018)</p> <p>The SCORE Program calls for significant investments in rail infrastructure (such as track additions, grade crossing improvements, and station and signal improvements) in Southern California to provide more frequent and reliable passenger rail service, consistent with the goals of the <i>2018 California State Rail Plan</i>.</p>	<p>Consistent. As LAUS is the core of the Metrolink operations, the Project-related capacity enhancements are needed as the Project is the central element of the program.</p>
<p>Local</p>	
<p>City of Los Angeles Mobility Plan 2035 (2016)</p> <p>Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.</p> <p>Policy 2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit ROW.</p> <p>Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station and the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and HSR service.</p>	<p>Consistent. The Build Alternative would include implementation of run-through track infrastructure to enhance rail and passenger operations at LAUS and includes several infrastructure improvements that would accommodate future complete streets design elements.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.</p>
<p>Policy 2.8: Goods Movement. Implement projects that would provide regionally significant transportation improvements for goods movement.</p> <p>Program No. O.12: Improve the Flow of Freight Traffic. Identify and implement strategies to facilitate the flow of freight traffic.</p>	<p>Consistent. Mitigation Measure TR-3 (Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)) is proposed to support physical railroad improvements and operational modifications capable of maintaining BNSF's operations and preserving the current levels of freight rail operations and regional goods movement. With implementation of Mitigation Measure TR-3, the Malabar Yard railroad improvements would provide a new connection between two of BNSF's freight rail yards in the City of Vernon.</p>
<p>City of Los Angeles Complete Streets Design Guide (2016)</p> <p>The Complete Streets Design Guide accompanies the Mobility Plan 2035 and outlines a vision for designing safe, accessible, and vibrant streets in Los Angeles. As outlined in California's Complete Streets Act of 2008, the goal of Complete Streets is to ensure that the safety,</p>	<p>Consistent. The Build Alternative would follow the guidelines for designing safe, accessible, and vibrant streets by promoting transit safety and accessibility to all users.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>accessibility, and convenience of all transportation users – pedestrians, bicyclists, transit riders, and motorists – is accommodated. The Complete Streets Design Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets – safety and accessibility. The guide is meant to supplement existing engineering practices and requirements to meet the goals of Complete Streets.</p>	
<p>City of Los Angeles Transportation Demand Management Program (2016)</p>	
<p>Goals: To link local land use decisions with their impacts on regional transportation and air quality; and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.</p>	<p>Consistent. The Build Alternative would improve operational efficiencies at LAUS, and would, therefore, enhance transit access, resulting in improvements to regional transportation and air quality. Throughout Project development, Metro has partnered with several transportation organizations, including the California State Transportation Agency, CHSRA, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel. Therefore, the Build Alternative would be consistent with these goals.</p>
<p>City of Los Angeles Bicycle Plan (2010)</p>	
<p>The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City, making it a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan, a part of the Mobility Element, establishes policies and programs to increase the number and types of bicyclists in the City and make every street in the City a safe place to ride a bicycle.</p> <p>The Bicycle Plan includes a continuous bicycle path along the south and west sides of the Los Angeles River and identifies connections to the river to enhance access to existing and future segments of the river path for non-motorized transportation and recreation.</p>	<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would accommodate bicycle amenities. Bicycle parking amenities would also be incorporated into the design of the concourse-related improvements at LAUS.</p> <p>The Build Alternative would contribute to increasing, improving, and enhancing bicycling within the City by implementing Measure LU-1 (Enhance Neighborhood Connectivity). Mitigation Measure LU-1 would require Metro to, in coordination with the City of Los Angeles, implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median would be required) along Commercial Street from Alameda Street to Center Street. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above. Therefore, the Build Alternative would be consistent with the plan.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>Metro First-Last Mile Strategic Plan (2014)</p> <p>This plan identifies ways Metro and other agency partners can improve access and connections to public transit. This plan aims to expand the reach of transit through infrastructure improvements to areas where first/last mile barriers exist with the ultimate goal of increasing ridership. Metro’s first/last mile strategy was developed in conformance with the policies outlined in the Countywide Sustainability Policy & Implementation Plan.</p>	<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would facilitate future active transportation in the City of Los Angeles. The Build Alternative would contribute to building upon the 2020 RTP/SCS and Countywide Sustainability Policy and Implementation Plan. Therefore, the Build Alternative would be consistent with this plan.</p>
<p>Metro Long-Range Transportation Plan (2020)</p> <p>The LRTP outlines transportation improvements for Los Angeles County by addressing the needs of forecasted growth in the region. The LRTP provides strategies and actions organized into four priority areas:</p> <ol style="list-style-type: none"> 1. Better transit – providing more transit options with improved quality and service 2. Less congestion – managing the transportation system to reduce the amount of time people spend in traffic 3. Complete streets – making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods 4. Access to opportunity – investing in communities to expand access to jobs, housing, and mobility options 	<p>Consistent. The LRTP includes the Link US Project and therefore, the Build Alternative is consistent with the plan.</p>
<p>Metro Congestion Management Plan (2010)</p> <p>Goals: To link local land use decisions with their impacts on regional transportation and air quality; and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.</p>	<p>Consistent. The Build Alternative would improve operational efficiencies at LAUS, and would, therefore, enhance transit access, resulting in improvements to regional transportation and air quality. Throughout Project development, Metro has partnered with several transportation organizations, including the California State Transportation Agency, CHSRA, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel. Therefore, the Build Alternative would be consistent with these goals.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>Metro Bicycle Transportation Strategic Plan (2006)</p> <p>Objective I. Bicycle Planning and Funding: Provide Visionary Leadership in Planning and Funding Projects and Programs that Improve Access and Mobility</p> <p>Strategy 3: To incorporate bicycle accommodation in Metro-funded and Metro-led transportation projects.</p> <p>Objective II. Bicycle Parking: Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential and Transit Locations.</p> <p>Strategy 3: To implement bicycle parking design and management.</p> <p>Action Step a): Install bicycle racks in close proximity to station entrances and transit stops to increase rack use.</p> <p>Objective III. Bikes-to-Transit: Improve Bicycle Access to Transit Systems</p> <p>Strategy 1: To improve bicycle access to existing and future bike-transit hubs.</p>	<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would accommodate bicycle amenities. Bicycle parking amenities would also be incorporated into the design of the concourse-related improvements at LAUS. Therefore, the Build Alternative would be consistent with these objectives and strategies.</p>
<p>Metro Active Transportation Strategic Plan (2016)</p> <p>The Active Transportation Strategic Plan was adopted by the Metro Board of Directors on May 26, 2016. The Active Transportation Strategic Plan is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County, focused on improving first and last mile access to transit with a regional network of active transportation facilities, including shared-use paths and on-street bikeways with funding strategies to implement improvements.</p>	<p>Consistent. The Build Alternative would include implementation of several infrastructure improvements that would facilitate future active transportation in the City of Los Angeles. Implementation of the Build Alternative would provide alternative, economical means of travel when compared with single-user vehicle ownership. In addition, the Build Alternative would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled as demonstrated by the 2020 RTP/SCS. The Build Alternative would be consistent with this plan.</p>
<p>Metro Vision 2028 Strategic Plan (2018)</p> <p>Goal 1. Provide high-quality mobility options that enable people to spend less time traveling.</p>	<p>Consistent. The proposed improvements associated with the Build Alternative align with regional and statewide objectives that call for increased regional/intercity service and introduction of the planned HSR system.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>Goal 2. Deliver outstanding trip experiences for all users of the transportation system.</p> <p>Goal 3. Enhance communities and lives through mobility and access to opportunity.</p> <p>Goal 4. Transform LA County through regional collaboration and national leadership.</p>	<p>The Build Alternative would result in a more efficient transportation system by replacing the stub-end tracks station with a run-through tracks station thereby enhancing communities and quality of life in the region by enabling better access and connectivity.</p> <p>The Build Alternative would be consistent with these goals.</p>
<p>Section 3.4, Visual Quality and Aesthetics</p>	
<p><i>Local</i></p>	
<p>City of Los Angeles Framework Element (2001)</p>	
<p>Policy 9.40.1: Require lighting on private streets, pedestrian-oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting</p> <p>Policy 9.40.2: Require parking lot lighting and related pedestrian lighting to meet recognized national standards</p>	<p>Consistent. The Build Alternative would adhere to City and national lighting standards. The Build Alternative would also install security lighting in and around LAUS to maximize security and safety during operations. Therefore, the Build Alternative would be consistent with these policies.</p>
<p>City of Los Angeles Municipal Code</p>	
<p>Ordinance Number 185472</p> <ul style="list-style-type: none"> Clarifies Historic-Cultural Monument designation criteria, enhances due process and notification procedures affecting property owners, and provides for extensions of time limits. <p>Chapter 9, Article 3, Sec. 93.0117</p> <ul style="list-style-type: none"> No exterior light source may cause more than 2 footcandles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. <p>Chapter 1, Article 2, Sec. 12.21 A5(k)</p>	<p>Consistent. The Build Alternative would adhere to all applicable City of Los Angeles Municipal Code Ordinances. Therefore, the Build Alternative would be consistent with the City's Municipal Code. Mitigation Measure AES-2 will reduce construction light-based disturbance by minimizing nighttime construction near residential areas to the extent feasible. Mitigation Measure AES-3 (Screen Direct Lighting and Glare) will ensure that the Build Alternative's lighting will comply with all applicable lighting standards and be designed to direct light away from residential units.</p>

Plans/Programs/Policies	Build Alternative Consistency
<ul style="list-style-type: none"> All lights used to illuminate a parking area will be designed, located, and arranged so as to reflect the light away from any streets and any adjacent premises. <p>Chapter 1, Article 7, Sec. 17.08C</p> <ul style="list-style-type: none"> Plans for street lighting system will be submitted to and approved by the Bureau of Street Lighting. <p>Division 62, Sec. 91.6205M</p> <ul style="list-style-type: none"> No sign will be arranged and illuminated in such a manner as to produce a light intensity of greater than 3 footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property. 	
<p>City of Los Angeles General Plan Conservation Element (2001)</p> <p>Section 15 Objective: Land Form and Scenic Vistas aims to protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</p>	<p>Consistent. The Build Alternative would not conflict with natural and scenic vistas within the region. No scenic vistas are located within the Project study area. The Build Alternative would be consistent with this objective.</p>
<p>City of Los Angeles Cornfield Arroyo Seco Specific Plan (2014)</p> <p>The Cornfield Arroyo Seco Specific Plan includes requirements applicable to lighting that may be applicable to the Project:</p> <ul style="list-style-type: none"> Lighting will be provided along all vehicular access ways and pedestrian walkways. Lighting (exterior building and landscape) will be directed away from properties and roadways and shielded as necessary. In particular, no lighting will be directed at the window of a residential unit located either within or adjacent to a project. 	<p>Consistent. Lighting associated with the Build Alternative would be provided for safety purposes but would not become disruptive. Lighting will be directed away from sensitive areas and will be shielded as necessary, as described by Mitigation Measure AES-3 (Screen Direct Lighting and Glare). Therefore, the Build Alternative would be consistent with this plan.</p>
<p>City of Los Angeles Alameda District Specific Plan (1996)</p> <p>The ADSP was established to manage continued and expanded development of the specific plan area as a major transit hub for the region and mixed-use development area providing office, hotel, retail,</p>	<p>Consistent. The Build Alternative is consistent with the provisions of the ADSP relative to land use, building height requirements, historic preservation requirements, open space, pedestrian, and landscaping requirements, transportation, and other</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>entertainment, tourism, residential, and related uses, in conformance with the goals and objectives of local and regional plans and policies. The plan includes policies regarding allowable and prohibited land uses, building height requirements, historic preservation requirements, open space, pedestrian, and landscaping requirements, transportation, and other policies pertaining to the planning area. The plan also includes mitigation measures for resource topics, including lighting.</p>	<p>policies pertaining to the planning area. The Build Alternative would be consistent with this plan.</p>
<p>City of Los Angeles Downtown Community Plan (2023)</p>	
<p>LU 10.1: Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.</p>	<p>Consistent. The Build Alternative would preserve the historic value of Union Station.</p>
<p>LU 10.6: Require that pedestrian bridges minimize visual impacts, be architecturally integrated into building design, connect with public entrances, incorporate lighting and directional signage, and include maintenance and safety programs.</p>	<p>Although the Build Alternative would include a retaining/sound wall near William Mead Homes and Care First Village, Mitigation Measure AES-1 (Aesthetic Treatments) would be implemented to be designed in consideration and architectural style of the adjacent residences. Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location.</p>
<p>LU 14.1: Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.</p>	<p>The Build Alternative would be well-designed, promote a pedestrian environment while preserving the historical significance of the LAUS building the maximum extent feasible.</p>
<p>LU 14.3: Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.</p>	
<p>LU 17.1: Promote a pedestrian environment that enhances thermal, visual, and audible comfort and provides opportunities for resting and socializing.</p>	
<p>LU 21.1: Encourage well-designed, intensive development that contributes to a safe and inviting pedestrian realm and includes substantial benefits that reinforce Downtown’s character and enhance livability.</p>	
<p>LU 21.2: Foster and reinforce a cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent street walls.</p>	
<p>LU 21.15: Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.</p>	

Plans/Programs/Policies	Build Alternative Consistency
<p>LU 49.1: Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity</p> <p>LU 52.5: Locate and design civic, institutional, and cultural buildings, and public spaces, to be easily accessible to pedestrians, cyclists, and transit users.</p> <p>MC 3.4: Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.</p> <p>PO 3.3: Require that public spaces are well lit and visible to ensure that they are safe and inviting.</p>	
<p>Section 3.5, Air Quality and Global Climate Change</p>	
<p>State</p>	
<p>SCAG 2020-2045 RTP/SCS: Connect SoCal (2020)</p>	
<p>Implementation of the 2020 RTP/SCS would result in a regional transportation system that provides improved travel conditions and better air quality, while also ensuring an equitable distribution of benefits among the various communities that comprise the SCAG region.</p> <p>Outcome 3: Safety and Public Health</p> <p>Connect SoCal seeks to improve the integration of transportation and land use planning with the recognition that our regional multimodal transportation system generates a wide range of impacts that significantly affect public health and quality of life. To assess public health outcomes of the Plan, SCAG consolidated several health-related performance measures.</p> <p>These measures include:</p> <ul style="list-style-type: none"> • Incidences of air pollution-related respiratory illness • Healthcare expenditures related to air pollution-related illnesses 	<p>Consistent. The Build Alternative would implement Mitigation Measure AQ-3 would reduce the rail exhaust emissions (CO, NOx, ROG, PM₁₀, and PM_{2.5}). Rail emission increases noted in 2040 would also be counteracted by increases in ridership and corresponding reductions in VMT. Mitigation Measure AQ-3 also requires an adaptive air quality mitigation plan to be implemented and would achieve a reduction of pollutant concentrations to below SCAQMD's threshold of 10 in 1 million for cancer risk at any of the identified sensitive receptors. Pollutant concentrations would decrease by 30 percent in 2031 and 37 percent in 2040 with implementation of emerging rail technologies.</p> <p>Additionally, Mitigation Measure AQ-1 (Fugitive Dust Control) and AQ-2 would reduce the magnitude of air quality impacts to sensitive receptors during construction and contribute to a reduction of emissions below <i>de minimis</i> threshold levels.</p> <p>Therefore, the Build Alternative would be consistent with this plan.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>The 2020-2045 RTP/SCS anticipates that implementation of the Connect SoCal program will reduce ROG emissions by 5.3 percent, CO emissions by 5.7 percent, and PM_{2.5} emissions by 4.1 percent compared to the baseline in 2045.</p>	
<p>California State Implementation Plan (1990)</p> <p>The 1990 amendments to the FCAA set new deadlines for attainment based on the severity of the pollution problem and launched a comprehensive planning process for attaining the NAAQS. The promulgation of the national 8 hour O₃ standard and the fine particulate matter (PM_{2.5}) standards in 1997 resulted in additional statewide air quality planning efforts. In response to new federal regulations, SIP also began to address ways to improve visibility in national parks and wilderness areas. SIPs are not single documents, but rather a compilation of new and previously submitted plans, programs, district rules, state regulations, and federal controls.</p> <p>Many of California's SIPs rely on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. CFR, Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items which are included in the California SIP.</p>	<p>Consistent. The Build Alternative would implement Mitigation Measure AQ-1 (Fugitive Dust Control) which includes measures to arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the Project work site, with the exception of on-road and off-road motor vehicles, as applicable. Additionally, Mitigation Measure AQ-2 would reduce exhaust emissions during construction of the Build Alternative in compliance with Metro's Green Construction Policy and the U.S. EPA's Tier 4 final exhaust emission standards.</p>
<p>Regional</p>	
<p>SCAG Regional Comprehensive Plan (2008)</p> <p>Air Quality Goals:</p> <ul style="list-style-type: none"> Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable. 	<p>Consistent. The Build Alternative would reduce emissions of criteria pollutants, reverse trends in emissions, and minimize land uses which increase the risk of adverse air pollution-health impacts from exposure to air-borne contaminants by encouraging the utilization of public transportation over personal vehicles. Additionally, Mitigation Measures AQ-1 and AQ-2 will work to reduce the fugitive dust and exhaust emissions released during construction. This will reduce the</p>

Plans/Programs/Policies	Build Alternative Consistency
<ul style="list-style-type: none"> Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas. Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide. 	<p>occupational hazard experienced by construction workers and in turn reduce their risk to adverse air-pollution related health impacts. Therefore, the Build Alternative would be consistent with these goals.</p>
Local	
City of Los Angeles General Plan Air Quality Element (1992)	
<p>Objective 2.1. To reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals</p> <p>Objective 3.1. To increase the portion of work trips made by transit to levels that are consistent with the goals of the Air Quality Management Plan and the Congestion Management Plan</p>	<p>Consistent. Operation of the Build Alternative could encourage modal shift towards transit use and away from single occupancy vehicle use as mobility in the region improves. This shift may indirectly reduce transportation emissions as rail is a more efficient mode of travel and there would be less vehicle congestion and delay on the roads. Therefore, the Build Alternative would contribute to attaining trip reduction objectives to achieve regional air quality goals (e.g., 2020 RTP/SCS goals).</p> <p>The Build Alternative would improve operational efficiencies at LAUS, and would, therefore, enhance transit access, resulting in improvements to regional transportation and air quality and consistency with the goals of the Air Quality Management Plan and Congestion Management Plan.</p>
City of Los Angeles Downtown Community Plan (2023)	
<p>LU 17.9 Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.</p>	<p>Consistent. The Build Alternative would support efforts to reduce greenhouse gas emissions by implementing Mitigation Measure AQ-3 (Adaptive Air Quality Mitigation Plan). Mitigation measure AQ-3 involves the development of an Adaptive Air Quality Mitigation Plan prior to the implementation of run-through service. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.</p>

Plans/Programs/Policies	Build Alternative Consistency
Section 3.6, Noise and Vibration	
<i>Local</i>	
<i>City of Los Angeles General Plan Noise Element (1999)</i>	
<p>Policy P10. Continue to encourage... rail systems operating within the city's borders, but which are not within the jurisdiction of the city, to be constructed and operated in a manner that will assure compliance with the City's noise ordinance standards</p> <p>Policy P17. Continue to encourage... the Los Angeles County MTA...to plan and construct transportation systems so as to reduce potential noise impacts on adjacent land uses, consistent with the standards and guidelines contained in the noise element</p>	<p>Consistent. The Build Alternative would comply to all applicable Noise Element standards, guidelines, and policies for rail operations within the City as well as the City's noise ordinance standards.</p>
<i>City of Los Angeles Municipal Code Chapter XI, Noise Regulations</i>	
<p>Chapter XI, Noise Regulation, of the LAMC establishes sound measurement procedures and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for different uses including construction activity, and legal remedies for violations.</p> <p>Chapter IV of the LAMC outlines considerations and a variety of provisions that directly or indirectly mitigate noise effects that are associated with different types of land uses. The city enforces noise ordinance provisions relative to noise generated by people and equipment. Application processing and noise variance application fees are established by the LAMC.</p> <p>The city's municipal code noise regulations are generally not applicable to operational noise from the proposed action; however, construction noise is restricted via Section 41.40 of the LAMC, which states that:</p> <p>"No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power-driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes</p>	<p>Consistent. The Build Alternative would comply to all applicable LAMC noise regulations.</p> <p>During construction, impacts would occur at Category 2 land uses at distances of up to approximately 250 feet under daytime (7:00 AM to 10:00 PM) impact criteria (i.e., 80 dBA L_{eq}) and approximately 300 feet under nighttime (10:00 PM to 7:00 AM) impact criteria (i.e., 70 dBA L_{eq}). It is anticipated that some construction work would take place during nighttime hours to utilize the efficiencies of working during off-peak times of the day and to meet Metro's desired construction completion timeframe.</p> <p>Implementation of Mitigation Measure NV-1 requires construction of a sound wall along William Mead Homes and First Care Village to reduce construction noise effects. In addition, implementation of Mitigation Measure NV-2 requires implementation of noise- and vibration-reducing measures including but not limited to constructing walled enclosures around loud activities, restricting pile driving to daytime periods, and rerouting truck traffic away from residential streets and Mitigation Measure NV-3 requires implementation of a Community Notification Plan to address community concerns related to potential noise and vibration impacts proactively.</p>

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<p>loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.”</p> <p>The City of Los Angeles Noise Regulation also limits noise from construction equipment within 500 feet of a residential zone to 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible. Technically infeasible means the noise limitation cannot be met despite the use of mufflers, shields, sound walls and/or any other noise reduction device or techniques during the operation of equipment. The Noise Regulation prohibits construction noise between the hours of 9:00 PM and 7:00 AM Monday through Friday and on Saturday before 8:00 AM and after 6:00 PM and does not allow construction noise on Sunday. The city may provide permission to work outside of these hours if it is in the public interest, or where a hardship or injustice, or unreasonable delay would result from its interruption during the hours provided in Section 41.40 of the LAMC.</p>	
<p>Section 3.7, Biological and Wetland Resources</p>	
<p>Regional</p>	
<p>City of Los Angeles Los Angeles River Revitalization Master Plan (2007)</p>	
<p>The <i>Los Angeles River Revitalization Master Plan</i> includes plans to construct a continuous river greenway providing a pedestrian and bicycle path along the Los Angeles River.</p> <p>The Master Plan identifies Commercial Street between Alameda and Center Street as a future Primary Local Green Street and neighborhood gateway portal to the Los Angeles River. The Green Street standards emphasize multimodal transportation infrastructure that accommodates</p>	<p>Consistent. The Build Alternative does not include a nonmotorized route from LAUS to the Los Angeles River, and proposed infrastructure may conflict with the vision of a neighborhood gateway portal to the Los Angeles River.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.</p>

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<p>the needs of pedestrians, bicyclists, other nonmotorized transportation users.</p> <p>Recommendation 4.12 calls for the continued development of nonmotorized transportation and recreation elements including bicycle and pedestrian paths and multiuse trails in the river and tributary rights-of-way.</p> <p>Recommendation 5.5 calls for the safe nonmotorized routes between the river and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the river</p>	
<p>City of Los Angeles Los Angeles River Design Guidebook (2017)</p>	
<p>The Los Angeles River Design Guidebook was developed pursuant to the Los Angeles River Revitalization Master Plan and provides design recommendations for improvements to the Los Angeles River communities. Recommendations include providing safe pedestrian and bicyclist access to the Los Angeles River, providing adequate sidewalks and buffers between pedestrians and vehicles/transit, and prioritizing pedestrian safety above other modes.</p>	<p>Consistent. The Build Alternative would comply with all applicable recommendations to provide safe pedestrian and bicyclist access. The Build Alternative would also comply with the Los Angeles River Revitalization Master Plan. The Build Alternative do not include pedestrian accommodations, cycling facilities, or linkages for pedestrians and cyclists in or around LAUS. New runthrough track structures would impede upon or preclude future implementation of active transportation improvements that would enhance neighborhood connectivity and/or provide connections to the Los Angeles River; particularly connections from LAUS to the Los Angeles River.</p> <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking the in the Project study area.</p> <p>Mitigation Measure LU-1 would also require Metro to, in coordination with the City of Los Angeles, implement either Class II or IV type bike lanes that consist of only pavement striping and bollards along Commercial Street. These bike lanes would be constructed in accordance with applicable recommendations from the River Design Guidebook for safe access between the east side of LAUS to the Los Angeles River.</p>
<p>SCAG Regional Comprehensive Plan (2008)</p>	
<p>Open Space and Habitat-Natural Lands Goals:</p>	<p>Consistent. Operation of the Build Alternative would not obstruct local north to south wildlife movement that may be occurring via the Los Angeles River or local east to west movements that may be occurring via the Arroyo Seco. Additionally,</p>

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<p>Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by:</p> <ul style="list-style-type: none"> • Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; • Conserving wildlife linkages as critical components of the region's open space infrastructure; • Coordinating transportation and open space to reduce transportation impacts to natural lands. 	<p>during construction safety improvements at the North main Street Bridge would be designed to avoid impacts to the Los Angeles River. Therefore, the Build Alternative would be consistent with these goals.</p>
Local	
City of Los Angeles General Plan Open Space Element (1973)	
<p>Policy 35. The city should encourage the use of alternative modes of transportation for access to some open space and recreational areas especially in more remote areas. The need for public transportation from impacted areas is considered especially important.</p>	<p>Consistent. The Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region and accommodate the planned HSR system. The Build Alternative would include implementation of several infrastructure improvements that would facilitate future active transportation in the City of Los Angeles. Additionally, Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) would facilitate biking and walking in the Project study area and provide safe access between the east side of LAUS to the Los Angeles River.</p>
City of Los Angeles General Plan Conservation Element (2001)	
<p>Section 4 Objective: Conservation aims to protect and reduce the demand for and amount of resources acquired for development</p>	<p>Consistent. The Build Alternative would comply with all applicable objectives contained in the City's General Plan. The Build Alternative would conserve resources where feasible during construction.</p>
City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873) (2021)	
<p>Pursuant to the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873), no person shall relocate or remove any protected tree or shrub without first having applied for an obtained a permit from the Board of Public Works or its designated officer or employee. A protected tree means any Southern California indigenous tree species which measures 4 inches or more in</p>	<p>Consistent. The Build Alternative may require the removal or disturbance of one or more native tree species that are considered a protected tree under the City of Los Angeles Protected Tree and Shrub Regulations. Mitigation Measure BIO-3 (Protected Trees) requires a registered consulting arborist to conduct a preconstruction survey for protected trees pursuant to Ordinance No.</p>

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<p>cumulative diameter, 4.5 feet above the ground level at the base of the tree. Protected tree species include oaks, Southern California black walnut, western sycamore, and California bay. A protected shrub means any Southern California indigenous shrub species which measures 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub. Protected shrub species include Mexican elderberry and toyon. The term “removed” or “removal” shall include any act that will cause a protected tree or shrub to die, including, but not limited to, acts that inflict damage upon the root system or other part of the tree or shrub by fire, application of toxic substances, operation of equipment or machinery, or by changing the natural grade of land by excavation or filling the drip line area around the trunk.</p>	<p>186873 at least 120 days prior to construction. The locations and sizes of all protected trees will be identified prior to construction and overlaid on Project footprint maps to determine which trees may be removed or replaced in accordance with Ordinance No. 186873.</p>
<p>Section 3.8, Floodplains, Hydrology, and Water Quality</p>	
<p>Regional</p>	
<p>Water Quality Control Plan, Los Angeles Region (Basin Plan) (2014)</p>	
<p>The Water Quality Control Plan for the Los Angeles Region (Basin Plan) prepared by the Los Angeles Regional Water Quality Control Board (RWQCB) (Region 4) outlines the regulatory process for the protection of the beneficial uses of all regional waters. According to the Basin Plan, the beneficial uses for surface waters and groundwater established for the Los Angeles Region that includes both Project study areas are: municipal; agricultural supply; industrial service supply; industrial process supply; groundwater recharge; water contact recreation; non-water contact recreation; warm freshwater habitat; and wildlife habitat.</p>	<p>Consistent. The Build Alternative would comply to the regulatory process outlined in the Basin Plan. Construction of the Build Alternative could affect the Los Angeles River from grading, excavation, and other site preparation activities. Implementation of Mitigation Measure HWQ-1 requires compliance with the NPDES Program via preparation and implementation of a SWPPP and Mitigation Measure HAZ-1 includes provisions for soil characterization, proper handling, transport, treatment and disposition of hazardous materials, methods for emergency response, and personnel training would minimize the potential transport of soils and contaminants to stormwater drainage system.</p>
<p>Los Angeles County Municipal Code (1998)</p>	
<p>Stormwater discharge is regulated under Chapter 12.80 Stormwater and Runoff Pollution Control of the County of Los Angeles Municipal Code. Under Section 12.80.480, discharge of stormwater to the County storm drain system is permissible only when connection to the storm</p>	<p>Consistent. The Build Alternative would comply to all applicable LAMC regulations and ordinances. Mitigation Measure HWQ-1 (described in Section 3.8.6), requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) by a Qualified</p>

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<p>drain system is made in accordance with a valid county permit in conjunction with other required permits.</p>	<p>SWPPP Developer. In addition, the Project has all required NPDES permits including:</p> <ul style="list-style-type: none"> • Caltrans' MS4 Permit (Order No. 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) was adopted June 22, 2022, and became effective January 1, 2023 • The CGP (Order No. 2009-0009-DWQ), adopted September 2, 2009, became effective July 1, 2010. This permit has since been amended twice by Orders No. 2010-0014-DWQ and 2012-0006-DWQ, which are currently in effect • Small MS4 Phase II Permit (Order No. 2003-0005-DWQ) to provide permit coverage for smaller municipalities (population less than 100,000), including non-traditional Small MS4s. The Phase II Small MS4 General Permit covers Phase II Permittees statewide. On February 5, 2013, the current Phase II Small MS4 General Permit (Order No. 2013-0001-DWQ) was adopted and became effective July 1, 2013.
<p>Local</p>	
<p>Water Quality Compliance Master Plan for Urban Runoff (2009)</p>	
<p>In 2009, the City of Los Angeles adopted the WQCMPIUR, a 20-year strategy for clean stormwater and urban runoff. The WQCMPIUR was developed by Los Angeles Bureau of Sanitation and Watershed Protection Division to develop a water quality master plan with strategic directions for planning, budgeting, and funding to reduce pollution from urban runoff in the City. The WQCMPIUR seeks a broad watershed-based perspective to improve water quality and bring the City into compliance with the CWA.</p>	<p>Consistent. The Build Alternative would implement Mitigation Measures HWQ-5 (Comply with Local Dewatering Requirements) and HWQ-6 (Comply with Local Dewatering Requirements for Contaminated Sites) during construction. Mitigation Measure HWQ-1 requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer. Mitigation Measure HWQ-7 requires preparation and implementation of an Industrial SWPPP for relocated, regulated industrial uses. Mitigation Measure HAZ-1 would also be implemented to prepare a construction hazardous materials management plan to reduce pollution from entering urban runoff.</p>
<p>Enhanced Watershed Management Program for the Upper Los Angeles Watershed</p>	
<p>Through a collaborative approach, an EWMP for the Upper Los Angeles River (ULAR) Watershed Management Area (EWMP area) was developed by the ULAR EWMP group. The ULAR EWMP group is comprised of the Cities of Los Angeles (lead coordinating agency),</p>	<p>Consistent. The Build Alternative would comply to the applicable MS4 Permits:</p>

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<p>Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Montebello, Monterey Park, Pasadena, Rosemead, San Fernando, San Marino, South El Monte, South Pasadena, and Temple City, the County of Los Angeles (Unincorporated County), and the Los Angeles County Flood Control District. By electing to comply with the optional compliance pathway in the MS4 Permit, the ULAR EWMP Group has leveraged this program to facilitate a robust, comprehensive approach to stormwater management for the Los Angeles River watershed to address the priority water quality conditions in the EWMP area.</p>	<ul style="list-style-type: none"> • Caltrans' MS4 Permit (Order No. 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) was adopted June 22, 2022, and became effective January 1, 2023. • Phase II Small MS4 General Permit (Order No. 2013-0001-DWQ) was adopted and became effective July 1, 2013. <p>Mitigation Measures HWQ-3 through HWQ-5 would be implemented to ensure compliance to all NPDES and MS4 permits.</p>
<p>City of Los Angeles Stormwater Low Impact Development Ordinance (Ordinance #183833) (2015)</p> <p>On August 25, 2015, the City adopted an updated Stormwater LID Ordinance (Ordinance #183833) to amend Los Angeles Municipal Code Section 64.70 et seq. and expand on the LID requirements and eliminated the requirement for a SUSMP. Subsequently, on May 9, 2016, the City of Los Angeles, Board of Public Works adopted an update to the LID Manual (formally retitled as <i>Planning and Land Development Handbook for LID, Part B Planning Activities 5th Edition</i>, dated May 9, 2016) as authorized by Section 64.72 of the Los Angeles Municipal Code approved by Ordinance #183833. The LID Manual was made publicly available via the City website on October 2016. The updated LID Manual removed the requirement for a Standard Urban Storm Water Plan (SUSMP) and a Site Mitigation Plan, and now the required LID document is only the LID Plan.</p>	<p>Consistent. The Project includes the Link US Preliminary Low Impact Development Report as Appendix K of the EIS. The Link US Preliminary LID Report provides details for existing infrastructure for each drainage area, alterations to existing drainage patterns, as well as any structural BMPs that may be required.</p>
<p>City of Los Angeles Municipal Code (2015)</p> <p>Stormwater discharge is regulated under Chapter VI Public Works and Property, Article 4.4 – Stormwater and Urban Runoff Pollution Control of the City of Los Angeles Municipal Code. Under Article 4.4, discharge of non-stormwater is permissible only when connection to the storm drain system is made in accordance with a valid city permit, approved construction plan, or an NPDES permit and/or NOI. In addition, projects within the City are required to comply with the requirements of the CGP and the Municipal NPDES Permit, which includes preparation of a</p>	<p>Consistent. The Build Alternative would comply to all applicable LAMC regulations and ordinances. The Build Alternative would comply to all requirements of the CGP and Municipal NPDES Permit.</p> <p>Mitigation Measure HWQ-1 requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer and would ensure compliance with the provisions of the NPDES General Permit (Order No. 2009-0009-DWQ, Order No. 2012-0006-DWQ, and Order No. 2022-0057-DWQ), which are currently in effect.</p>

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<p>SWPPP and implementation of construction and post-construction BMPs.</p>	<p>Mitigation Measures HWQ-2 (Final Water Quality BMP Selection (Caltrans ROW)), HWQ-3 (Final Water Quality BMP Selection Railroad ROW)), and HWQ-4 (Final Water Quality BMP Selection (City of Los Angeles)) would be implemented to ensure compliance to the Caltrans MS4 Permit, NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4, and NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties, respectively.</p>
<p>City of Los Angeles General Plan Conservation Element (2001)</p>	
<p>Section 8 Objective: Erosion aims to protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions</p>	<p>Consistent. The erosion potential for the project area under natural conditions is low due to the lack of unpaved surface soils. This also implies that the potential for sedimentation is low, due to the lack of erosion potential as well as actual sediment present.</p>
<p>Section 3.9, Geology, Soils, and Seismicity</p>	
<p>Local</p>	
<p>City of Los Angeles General Plan Safety Element (2021)</p>	
<p>Objective 1.1.8 Land Use. Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones. Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity</p>	<p>Consistent. There are no known active or potentially active faults mapped within the Project area. The Build Alternative is also not located within a currently designated Alquist-Priolo Earthquake Fault Zone or a Very High Fire Hazard Severity Zone. The Project study area is nearly flat and is not adjacent to any hills or steep slopes. Therefore, the probability of landslides affecting the Project study area is negligible.</p>
<p>Section 3.10, Hazardous Waste and Materials</p>	
<p>Local</p>	
<p>City of Los Angeles General Plan Safety Element (2021)</p>	
<p>Objective 1.1.4. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a</p>	<p>Consistent. An Environmental Records Review was conducted in October of 2020. This review identified a total of 12 sites within the Build Alternative’s project footprint and of high or moderate hazard risk.</p>

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<p>disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.</p>	<p>Mitigation Measure HAZ-1 through HAZ-5 would reduce potential adverse effects in the event of a release of hazardous materials during construction. Mitigation Measures HAZ-6 and HAZ-7 would reduce potential risks related to oil seeps, methane gas, and volatile contaminant vapors during construction. Mitigation Measure HAZ-8 would reduce potential risks related to asbestos, LBPs, and other material falling under the Universal Waste requirement.</p>
<p>City of Los Angeles Hazards Mitigation Plan (2018)</p> <p>Los Angeles County, in conjunction with several emergency service partners, has prepared a Local All-Hazards Mitigation Plan that sets strategies for coping with natural and man-made hazards faced by residents. The plan has a five-step risk and vulnerability assessment: 1) hazard identification; 2) profiling hazard events; 3) vulnerability assessment/inventory of existing assets; 4) risk analysis; and 5) assessing vulnerability/analyzing development trends for earthquake hazards, flood hazards, wildfire, tsunami, and non-significant hazards (i.e., water/wastewater emergency). The intent of the Plan is to develop a sustained source of action to reduce or eliminate long-term risk to people and property for both natural and technological hazards and their effects.</p>	<p>Consistent. As part of the design for concourse-related improvements, a threat and vulnerability assessment was performed to establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving facilities and operations. In addition, the Build Alternative would comply with Metro’s existing safety and security plan.</p> <p>The Build Alternative may also include designing HVAC systems to prevent or limit the spread of chemical or biological threats.</p> <p>The Build Alternative would implement Mitigation Measures HAZ-1 through HAZ-8 (as described in Section 3.10, Hazardous Waste and Materials) to address potential damages within the Project study area and LAUS. These mitigation measures (Mitigation Measure HAZ-1 through HAZ-5) would reduce potential adverse effects in the event of a release of hazardous materials during construction. Mitigation Measures HAZ-6 and HAZ-7 would reduce potential risks related to oil seeps, methane gas, and volatile contaminant vapors during construction. Mitigation Measure HAZ-8 would reduce potential risks related to asbestos, LBPs, and other material falling under the Universal Waste requirement.</p> <p>The Build Alternative would be required to comply with county and municipal low-impact development standards and stormwater pollution control ordinances.</p> <p>Therefore, the Build Alternative would be consistent with this plan.</p>

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Section 3.11, Public Utilities and Energy	
<i>Local</i>	
Los Angeles C&D Waste Recycling Ordinance (2010)	
<p>The Los Angeles City Council approved Council File 09-3029 on March 5, 2010, that pertains to a Citywide C&D Waste Recycling Ordinance. This ordinance requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processors. In addition, all haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to construction. C&D waste can only be taken to City-certified C&D processing facilities.</p>	<p>Consistent. The Build Alternative would be subject to comply with the Los Angeles C&D Waste Recycling Ordinance and CALGreen regarding solid waste materials and resource efficiency. After recyclable materials are removed from the C&D waste, non-recyclable materials from Project construction would be transferred to either the Scholl Canyon Landfill or Burbank Landfill Site No. 3. The Project is required to divert up to 75 percent of all C&D waste from the Scholl Canyon or Burbank Site No. 3 landfills. The Build Alternative would be consistent with this ordinance.</p>
City of Los Angeles General Plan Infrastructure Systems Element Water System Plan (1969)	
<p>Objective 3. To periodically re-evaluate the capability of the water system facilities in order to reflect changes in the demand for water resulting from technological developments and new patterns in the City's land use</p>	<p>Consistent. The Build Alternative would not increase the demand of wastewater treatment facilities and the Hyperion Treatment Plant has additional treatment capacity during normal and dry conditions, adequate wastewater services would be available for operation of the Build Alternative.</p> <p>Potable water throughout operations would be provided by LADWP. The incremental increase in water demand associated with operation of the Build Alternative would occur over at least 20 years in correlation to the forecasted increase in train trips and associated ridership at LAUS. It is anticipated that the Build Alternative would be accommodated for within the LADWP's UVMP projections for water supply and demand through 2040. Sufficient water supplies are available from existing LADWP entitlements and resources to support operation of the Build Alternative.</p> <p>Operation of the Build Alternative would result in a 5.44-acre increase in the total area of impervious surfaces within the Project study area. An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. However, implementation of Mitigation Measures HWQ-2, HWQ 3, and HWQ 4 (described in Section 3.8.6) include provisions for post construction BMPs to minimize the potential for adverse operations effects on storm drain systems.</p>

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<p>City of Los Angeles General Plan Infrastructure Systems Element City-Collected Refuse Disposal Plan (1972)</p> <p>Objective 3. To provide a basis for the review and adjustment of the plan made necessary by changing land use and new technologies</p>	<p>Consistent. During construction of the Build Alternative the contractor would be required to comply with the Los Angeles C&D Waste Recycling Ordinance and CALGreen regarding solid waste materials and resource efficiency.</p>
<p>City of Los Angeles General Plan Infrastructure Systems Element Power System Plan (1968)</p> <p>Objective 2. To facilitate the periodic re-evaluation of the Los Angeles City Power System to reflect changing requirements for the generation and distribution of power as necessary to adjust it to changes in the land use and development patterns of the city.</p>	<p>Consistent. The Build Alternative would not conflict with initiative for renewable energy or energy efficiency, and would accommodate current and future increases in rail/transit for the region. Overall, the Build Alternative would result in an indirect beneficial effect on energy resources.</p>
<p>City of Los Angeles Solid Waste Integrated Resources Plan (Zero Waste Plan) (2015)</p> <p>Adopted in April 2015, the City of Los Angeles, under the jurisdiction of SWIRP, addresses long-range management needs through 2030. The plan identified various policies, programs, and facilities that would be needed to reach the City’s goal of 90 percent landfill diversion by 2025.</p>	<p>Consistent. Proposed infrastructure associated with the Build Alternative would not generate a substantial amount of solid waste throughout operations. During construction of the Build Alternative, the contractor would be required to comply with the Los Angeles C&D Waste Recycling Ordinance and CALGreen regarding solid waste materials and resource efficiency. Therefore, the Build Alternative would be consistent with this plan.</p>
<p>Emergency Water Conservation Plan Ordinance (2022)</p> <p>Requires that the general welfare of available water resources be put to the maximum beneficial use or unreasonable method of water be prevented, and the conservation of such waters is to be exercised with a view to the reasonable and beneficial use.</p>	<p>Consistent. The Build Alternative is not expected to trigger additional demand for water through growth and the Build Alternative would have sufficient water supplies during both construction and operations. The Build Alternative would not unreasonably utilize water for construction or operations.</p>
<p>One Water LA 2040 Plan (2018)</p> <p>The One Water LA 2040 Plan (Plan) takes a holistic and collaborative approach to consider all of the City’s water resources from surface water, groundwater, potable water, wastewater, recycled water, dry-weather runoff, and stormwater as “One Water.” Also, the Plan identifies multi-departmental and multi-agency integration opportunities to manage water in a more efficient, cost effective, and sustainable</p>	<p>Consistent. The Build Alternative would have sufficient water supplies during both construction and operations. Water demand would represent a nominal proportion of LADWP’s available water supplies through 2040 and would not inefficiently use water.</p>

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<p>manner. The Plan represents the City's continued and improved commitment to proactively manage all its water resources and implement innovative solutions, driven by the Sustainable City Plan. The Plan will help guide strategic decisions for integrated water projects, programs, and policies within the City.</p>	
<p>Los Angeles Department of Water & Power Urban Water Management Plan (2020)</p>	
<p>The UWMP presents general policies which guide LADWP's decision-making process to maintain and secure a sustainable water supply for the City. It provides water supply and resources management consistent with LADWP's goals and policy objectives related to increasing supply reliability, reducing imported water purchase, and increasing locally produced water by continuing to:</p> <ul style="list-style-type: none"> • Achieve significant water conservation and water use efficiency enhancements • Increase stormwater capture capacity • Maximize water reuse • Maintain and increase operational integrity of the Los Angeles Aqueduct and in-City water distribution systems • Ensure continued reliability of the water supplies from the Metropolitan Water District of Southern California (MWD) through active representation of the City's interests on the MWD board • Meet or exceed all Federal and State standards for drinking water quality 	<p>Consistent. The Build Alternative would be consistent with existing and planned land uses (Section 3.2, Land Use and Planning) and, as such, is also anticipated to have been accommodated for within the LADWP's UWMP projections for water supply and demand through 2040. Sufficient water supplies are available from existing LADWP entitlements and resources to support operation of the Build Alternative.</p>
<p>Section 3.12, Cultural and Paleontological Resources</p>	
<p>State</p>	
<p>U.S. Department of Transportation Tribal Consultation Plan (Order 5301.1)</p>	
<p>In response to Executive Order 13175, this plan states that as an executive agency, the U.S. Department of Transportation has a</p>	<p>Consistent. The Build Alternative would be consistent with this Executive Order per NEPA compliance and the coordination of Section 106 process. Section 106</p>

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<p>responsibility to, and is committed to working with, the governments of federally recognized Indian tribes in a unique relationship, respecting tribal sovereignty and self-determination. The plan identifies specific goals, including establishing direct contact with Indian tribal governments at reservations and tribal communities and seeking tribal government representation in meetings, conferences, summits, advisory committees, and review boards concerning issues with tribal implications.</p>	<p>consultation is currently ongoing with federal, state, and local government agencies, Native American tribes, and other interested groups. Consulting parties will have the opportunity to review the <i>Link US Finding of Effect Report</i> and participate in development of measures to avoid, minimize, and mitigate adverse effects on historic properties.</p>
<p>Local</p>	
<p>City of Los Angeles General Plan Public Facilities and Services Element, Cultural and Historical Monuments Plan (1969)</p>	
<p>Objective 1. To encourage the preservation and restoration of designated monuments.</p>	<p>Consistent. Operation of the Build Alternative would result in no adverse effect on cultural resources within the Project study area. However, under the Build Alternative, construction would result in direct adverse effect on cultural resources including the LAUS passenger terminal as described in Section 3.12, Cultural and Paleontological Resources. While LAUS is not a designated monument, Implementation of Mitigation Measure CUL-2 (Built Environment Treatment Plan) includes measures to restore the existing LAUS passenger concourse to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration, where feasible, from an engineering and constructability standpoint. No adverse effect on designated monuments would occur. Therefore, the Build Alternative would be consistent with this objective.</p>
<p>Section 3.13, Economic and Fiscal Impacts</p>	
<p>State</p>	
<p>Smart Mobility Framework (2010)</p>	
<p>Robust Economy. Invest in transportation improvements – including operational improvements – that support the economic health of the state and local governments, the competitiveness of California’s businesses, and the welfare of California residents.</p>	<p>Consistent. The Build Alternative is expected to generate 145 job-years, which translates to approximately \$9.9 million in labor income, for each year starting after the full build-out. Approximately \$24.9 million in output (including \$13.9 million value added) is anticipated, as well as \$2.7 million in tax revenues. During operation, beneficial economic impacts would occur as a result of the Build Alternative because it would generate employment, labor income, and tax revenues.</p>

Plans/Programs/Policies	Build Alternative Consistency
Regional	The Build Alternative would be consistent with this goal.
<p>SCAG Regional Comprehensive Plan (2008)</p> <p>Economy Goals:</p> <ul style="list-style-type: none"> Achieve development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas. Enable business to be profitable and competitive (locally, regionally, nationally, and internationally). Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness. 	<p>Consistent. The Build Alternative would improve operational efficiencies at LAUS, and would, therefore, enhance transit access, resulting in improvements to regional transportation and air quality.</p> <p>The Build Alternative is expected to generate 23,618 job-years (representing more than \$1.7 billion in labor income) during the construction period. It is expected to create \$3.8 billion in output (including \$2.1 billion in value added) and \$0.5 billion in total federal, state, and local tax revenues.</p> <p>Implementation of the Build Alternative will generate an estimated 171 net new FTE⁹ positions by year 2034 (first full year after full build-out with HSR). Up to 160,000 square feet of transit-serving retail amenities would be implemented at LAUS as a result of the Build Alternative. These concourse-related improvements are likely to consist of a program of retail uses and is forecast to generate net operating income of about \$8.6 million in the first full year of operations of retail uses at LAUS.</p> <p>The Build Alternative is expected to generate 145 job-years, which translates to approximately \$9.9 million in labor income, for each year starting after the full build-out. Approximately \$24.9 million in output (including \$13.9 million value added) is anticipated, as well as \$2.7 million in tax revenues. During operation, beneficial economic impacts would occur from the Build Alternative because it would generate employment, labor income, and tax revenues.</p> <p>The Build Alternative would be consistent with these goals.</p>

⁹ Full-time equivalent employment is the number of full-time equivalent jobs, defined as total hours worked divided by average annual hours worked in full-time jobs.

Plans/Programs/Policies	Build Alternative Consistency
<p>SCAG 2020-2045 RTP/SCS: Connect SoCal (2020)</p> <p>Connect SoCal Goods Movement Technical Report:</p> <p>SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities.</p> <p>Connect SoCal promotes this vision by:</p> <ul style="list-style-type: none"> • Maintaining the long-term economic competitiveness of the region • Promoting local and regional job creation and retention • Increasing freight and passenger mobility • Improving the safety of goods movement activities • Mitigating environmental impacts of goods movement operations 	<p>Consistent. The Build Alternative would result in an economic benefit during construction and operation by added jobs and an increase in sales and property tax from concourse-related improvements.</p> <p>The Build Alternative would enhance freight rail operations with a new connection between two of BNSF's freight rail yards in the City of Vernon. The Build Alternative would include railroad improvements at Malabar Yard through implementations of Mitigation Measure TR-3 (Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street) or Provide Compensatory Mitigation to BNSF) which would maintain efficient goods movement in the region.</p> <p>The Build Alternative would improve operational efficiencies at LAUS, and would, therefore, enhance transit access, resulting in improvements to regional transportation. Therefore, the Build Alternative would be consistent with these goals.</p>
<p>Local</p>	
<p>Metro's Relocation Assistance Program</p> <p>Metro's Relocation Assistance Program provides compensation to property owners for the purchase or use of their property and tenants may be eligible for relocation benefits to help displaced households or businesses.</p>	<p>Consistent. The Build Alternative would require the full or partial acquisition of seven industrial/manufacturing parcels and two commercial parcels and the subsequent demolition of up to 34,784 square feet of non-vacant industrial/manufacturing buildings associated with Amay's Bakery and 122,050 square feet of commercial building space associated with the Life Storage Self Storage facility. Unlike residential occupants, businesses are referred to, not offered, potential and/or suitable replacement sites pursuant to Metro's Relocation Assistance Program. A national business relocation survey conducted by O.R. Colan Associates in 2010 (Federal Highway Administration 2010) found that, on average, 67 percent of displaced businesses were eligible to receive relocation financial assistance.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>City of Los Angeles Downtown Community Plan (2023)</p> <p>MC Goal 8. An efficient goods movement system that supports economic activity downtown.</p>	<p>Consistent. The Build Alternative would include railroad improvements at Malabar Yard through implementation of Mitigation Measure TR-3 (Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street) or Provide Compensatory Mitigation to BNSF) which would maintain efficient goods movement in the region. The Build Alternative would enhance freight rail operations with a new connection between two of BNSF's freight rail yards in the City of Vernon. Therefore, the Build Alternative would be consistent with this goal.</p>
<p>Section 3.14, Safety and Security</p>	
<p>Regional</p>	
<p>SCAG 2020-2045 RTP/SCS: Connect SoCal (2020)</p>	
<p>Transportation Strategies: Completing Our System – Transportation Safety:</p> <p>To achieve regional safety targets SCAG will:</p> <ul style="list-style-type: none"> • Work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign • Support regional safety efforts including the development of Vision Zero policies and plans • Support bicycle and pedestrian safety as part of SCAG's Sustainable Communities Program • Analyze shared use of sidewalks between different modes (bicyclists, pedestrian's e-scooters) and the impacts on personal safety (e.g., dockless devices blocking foot traffic or other conflicts when riding near pedestrians) 	<p>Consistent. The Build Alternative includes implementation of infrastructure improvements that would facilitate future active transportation in the City of Los Angeles. Throughout Project development, Metro has partnered with several transportation organizations, including the California State Transportation Agency, CHSRA, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel. The Build Alternative would also comply with Metro's existing safety and security plan as well as incorporate design elements that maximize security.</p> <p>Roadway improvements along Center Street and Commercial Street would facilitate implementation of the run-through tracks and active transportation improvements as part of Mitigation Measure LU-1 (bike lanes on Commercial Street). Improvements on Vignes Street and Cesar Chavez Avenue would also enhance pedestrian and bicycle safety. Safety improvements at the existing North main Street at-grade crossing would enhance the safety of the crossing for both pedestrians and bicyclists and would support the city's future implementation of a quiet zone at the crossing.</p> <p>Therefore, the Build Alternative would be consistent with these safety targets.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>SCAG Regional Comprehensive Plan (2008)</p> <p>Security and Emergency Preparedness Goals:</p> <ul style="list-style-type: none"> • Ensure transportation safety, security, and reliability for all people and goods in the region. • Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network, and the regional economy. 	<p>Consistent. As part of the design for concourse-related improvements, a threat and vulnerability assessment was performed to establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving facilities and operations. Based on the assessment performed, specific measures are being incorporated into the design, such as ROW fencing, intrusion detection, security lighting, and security procedures and training. Additional security measures under consideration include baggage screening, explosive detection systems at facility entrances, video surveillance cameras, physical barriers (i.e., perimeter fencing, perimeter walls, or building walls), and the design of HVAC systems to prevent or limit the spread of chemical or biological threats. In addition, the Build Alternative would comply with Metro’s existing safety and security plan. Therefore, the Build Alternative would be consistent with these goals.</p>
<p>Los Angeles County Operational Area Emergency Response Plan (2012)</p> <p>The emergency response plan includes the following goals:</p> <ul style="list-style-type: none"> • The Operational Area (OA) will coordinate resources to save lives and minimize injury to persons and damage to property and the environment. • County of Los Angeles, as the OA Coordinator, will coordinate and facilitate emergency operations within the OA. • Promote disaster-resistant future development. • Reduce the possibility of damage and losses to existing assets, particularly people and facilities/infrastructure. 	<p>Consistent. The Build Alternative would comply with Metro’s existing safety and security plan as well as incorporate design elements that maximize security. Concourse-related improvements would be constructed in accordance with current building code requirements and the design of proposed infrastructure would lead to a more secure facility for all users. The Build Alternative would be consistent with these goals.</p>
<p>Los Angeles County All-Hazard Mitigation Plan (2014)</p> <p>The Los Angeles County All-Hazard Mitigation Plan sets strategies for coping with the natural and manmade hazards faced by residents. The plan is a compilation of information from county departments correlated with known and projected hazards that face southern California. It addresses potential damages in the unincorporated portions of the county as well as to county facilities. The plan complies with, and has</p>	<p>Consistent. The Build Alternative would implement Mitigation Measures HAZ-1 through HAZ-8 (as described in Section 3.10, Hazardous Waste and Materials) to address potential damages within the Project study area and LAUS. These mitigation measures (Mitigation Measure HAZ-1 through HAZ-5) would reduce potential adverse effects in the event of a release of hazardous materials during construction. Mitigation Measures Haz-6 and HAZ-7 would reduce potential risks</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>been approved by, the Federal Emergency Management Agency and the Governor’s Office of Emergency Services.</p>	<p>related to oil seeps, methane gas, and volatile contaminant vapors during construction. Mitigation Measure HAZ-8 would reduce potential risks related to asbestos, LBPs, and other material falling under the Universal Waste requirement. Therefore, the Build Alternative would be consistent with this plan.</p>
<p>Local</p>	
<p>City of Los Angeles General Plan Safety Element (2021)</p>	
<p>Goal 1. A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due hazards is minimized</p> <p>Policy 1.1.2: Disruption Reduction. Reduce potential disruption due to disaster, with an emphasis on critical facilities, governmental functions, infrastructure and information resources</p> <p>Policy 1.1.5: Risk reduction. Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems</p> <p>Policy 1.1.6: State and federal regulations. Assure compliance with applicable state and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in VHFHSZs adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes</p> <p>Policy 3.1.2: Health/safety/environment. Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public, and the environment from contamination or other health and safety hazards associated with the hazard in addition to abatement, repair, and reconstruction programs.</p>	<p>Consistent. The Build Alternative would be designed to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements concerning public safety and construction worker safety.</p> <p>Operation of the Build Alternative would remove capacity restraints at LAUS by improving and increasing pedestrian access to train platforms; enhancing passenger safety, flow, and capacity; and increasing accessibility for passengers with new facilities that meet current CBC and ADA requirements. In addition, the Build Alternative would adhere to all applicable requirements in the State and California Fire Code, California Public Resources Code, and the LAMC.</p> <p>Therefore, the Build Alternative would be consistent with these goals and policies.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>City of Los Angeles Downtown Community Plan (2023)</p> <p>LU 11.1: Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations</p> <p>LU 11.7: Limit the impact of pedestrian bridges on public streets and infrastructure below them and incorporate improvements to public streets.</p> <p>LU 16.2: Promote public health and environmental sustainability outcomes consistent with the City’s Plan for Healthy Los Angeles and the Sustainable City plan.</p> <p>MC 1.2: Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.</p> <p>MC Goal 3: A safe and inviting pedestrian environment.</p> <p>MC 3.2: Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements throughout Downtown.</p> <p>MC 3.3: Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.</p> <p>MC Goal 4: A safe and integrated bicycle network that provides access to transit and key destinations.</p> <p>MC 4.1: Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.</p> <p>MC 4.3: Support the expansion of Bike Share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.</p> <p>MC 5.7: Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce</p>	<p>Consistent. The Build Alternative would improve operational efficiency, capacity, flexibility, pedestrian access to train platforms, and enhance the mobility of senior citizens, disabled persons, and transit-dependent populations.</p> <p>The Build Alternative would involve safety improvements to the Vignes Street and Cesar Chavez Bridges, passenger concourse improvements, and street safety improvements. This includes but is not limited to:</p> <ul style="list-style-type: none"> • Updating the existing North Main Street at-grade crossing for pedestrians and bicyclists • Increasing the existing bridges width span an additional 25 feet to accommodate for future roadway improvements in accordance with the City’s Mobility Plan 2035 • Address all existing structural deficiencies on the Vignes Street and Cesar Chavez Bridges • Enhance pedestrian and bicycle safety on Vignes Street and Cesar Chavez Avenue • Roadway improvements along Center Street and Commercial Street as part of Mitigation Measure LU-1 and including bike lanes on Commercial Street • Include a 140-foot-wide expanded passageway with new VCEs (e.g., stairs, escalators, and elevators), while meeting all applicable ADA, CBC, and NFPA evacuation requirements <p>Mitigation Measure LU-1 (Enhance Neighborhood Connectivity) is proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.</p> <p>In addition, throughout Project development, Metro has partnered with several transportation organizations, including the California State Transportation Agency, CHSRA, Caltrans, Metrolink, and the City of Los Angeles to devise appropriate transportation solutions for all modes of travel.</p> <p>Therefore, the Build Alternative would be consistent with these goals and policies.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.</p>	
<p>Section 3.15, Socioeconomics and Communities Affected</p>	
<p>State</p>	
<p>California Transportation Plan 2050 (2021)</p>	
<p>Goal 5. Quality of Life and Public Health. Enable vibrant, healthy communities</p>	<p>Consistent. The Build Alternative would improve operational efficiency, capacity, flexibility, and connectivity for trains using LAUS, improve pedestrian access to the train platforms and capacity for passengers connecting to various transit/rail services at LAUS, and enhance the mobility of senior citizens, disabled persons, and transit-dependent populations.</p>
<p>Goal 6. Economy. Support a vibrant, resilient economy.</p>	
<p>Smart Mobility Framework (2010)</p>	
<p>Smart Mobility Principles: Social Equity. Provide mobility for people who are economically, socially, or physically disadvantaged in order to support their full participation in society. Design and manage the transportation system in order to equitably distribute its benefits and burdens.</p>	<p>Consistent. Implementation of the Build Alternative would provide alternative, economical means of travel when compared with single-user vehicle ownership. The Build Alternative would also enhance the mobility of senior citizens, disabled persons, and transit-dependent populations. Therefore, the Build Alternative would be consistent with this principle.</p>
<p>Local</p>	
<p>City of Los Angeles Downtown Community Plan (2023)</p>	
<p>MC Goal 1. A safe transportation system that accommodates the needs of all people.</p>	<p>Consistent. The Build Alternative would expand existing transportation options, foster multimodal connectivity throughout the region. The Build Alternative would enhance the quality of life for citizens of the region by providing access to the transit system and providing opportunities for economic growth in the region.</p>
<p>MC 1.1 Implement physical improvements and education programs to ensure safe access throughout Downtown’s districts for users of all ages and abilities. MC Goal 2. An integrated and sustainable downtown circulation system that provides access between districts through physical connections and information.</p>	<p>The Build Alternative would result in an economic benefit during construction and operation by added jobs and an increase in sales and property tax from concourse-related improvements.</p>

Plans/Programs/Policies	Build Alternative Consistency
<p>MC 2.6 Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food.</p> <p>MC 2.7 Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.</p>	<p>The Build Alternative would provide transit access to all users including disadvantaged groups and aging populations.</p> <p>Therefore, the Build Alternative would be consistent with these goals and policies.</p>

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Appendix B: Non-Metro-Owned Potentially Affected Parcels

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Table 1 and Figure 1 identify the 20 non-Metro-owned parcels within the Project footprint that would be potentially affected by the Build Alternative. During operation, access agreements may be necessary with adjacent property owners to perform routine maintenance (such as graffiti removal) on project improvements (e.g., retaining walls). Figure 1-2 through 1-9 include more detail on the description of property impacts for each potentially affected parcel.

Table 1. Summary of Non-Metro-Owned Potentially Affected Parcels

Assessor's Parcel Number	Parcel Name	Description of Property Impact
Throat Segment		
5409-013-913	LADWP Parcel	TCE for Construction Access and Potential Acquisition (Partial)
5409-012-903	HACLA William Mead Homes Parcel	TCE for Construction Access and Temporary Loss of Parking
5409-010-032	Kelite Parcel	TCE for Construction Access
5409-014-902	Los Angeles County Men's Central Jail Parcel	TCE for Construction Access
5409-013-915	City of Los Angeles Parcel	Potential Acquisition (Partial) related to design changes for North Main Street Safety Improvements
Concourse Segment		
5409-022-905	Denny's Parcel	TCE for Construction Staging/Laydown Area and Temporary Loss of Parking
5409-023-930	MWD Parcel	Potential Road Widening for Baggage Movement
Run-Through Segment		
5173-003-011	PBR Realty Parcel	Potential Acquisition
5173-003-900	Caltrans Parcel	Potential Acquisition
5173-003-012	PBR Realty Parcel	Potential Acquisition
5173-003-002	Amay's Bakery Parcel (Storage Facility)	Potential Acquisition
5173-018-001	PBR Realty Parcel	Potential Acquisition
5173-017-008	Stiizy LA Parcel	TCE for Construction Access
5173-019-006	Life Storage Building Parcel	Potential Acquisition and Building Demolition

Table 1. Summary of Non-Metro-Owned Potentially Affected Parcels

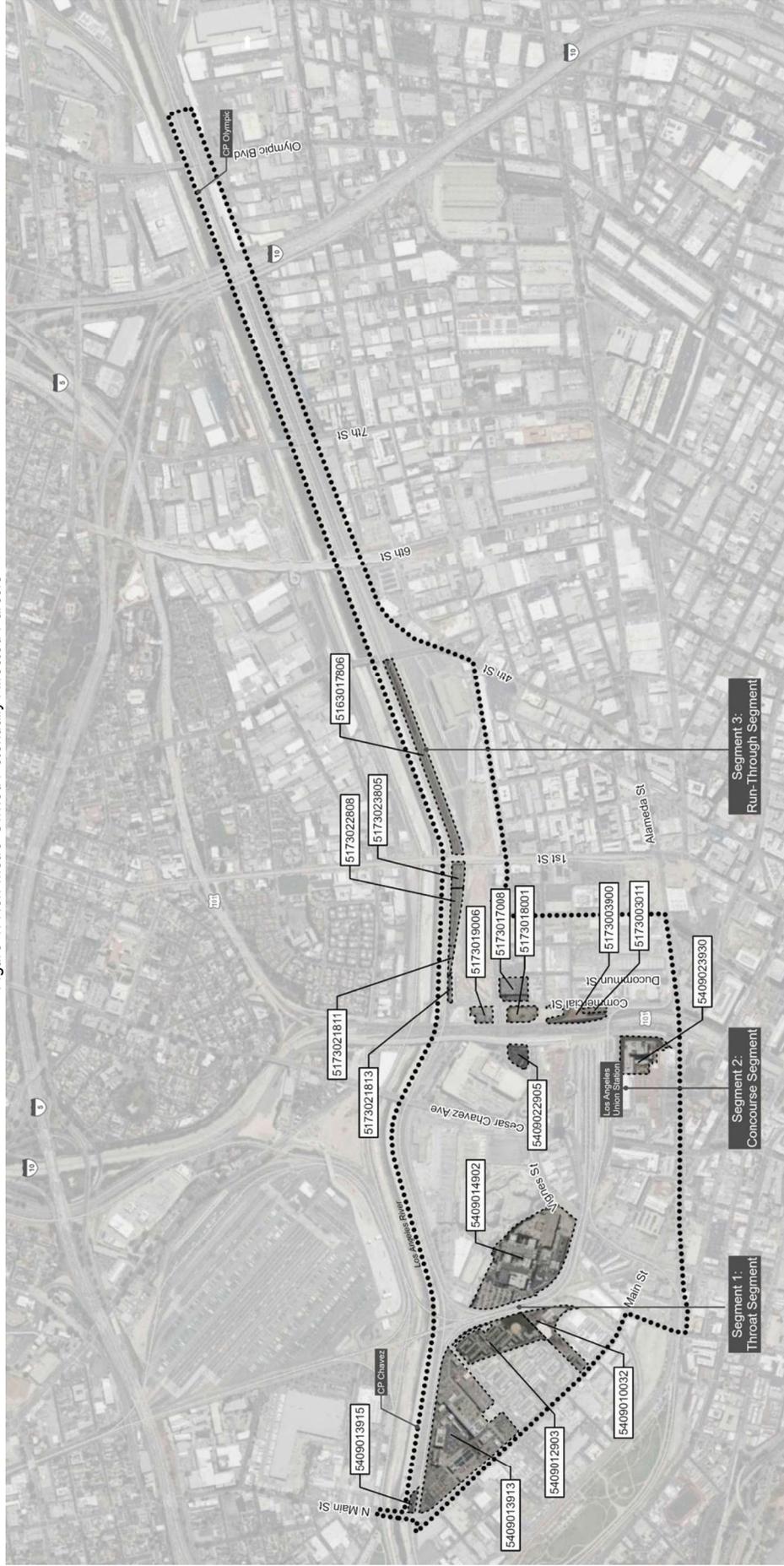
Assessor's Parcel Number	Parcel Name	Description of Property Impact
5173-019-011	Amay's Bakery Parcel (Main Facility)	Potential Acquisition and Building Demolition
5163-017-806	BNSF West Bank Yard	Potential Acquisition (Partial)
5173-023-805	BNSF West Bank Yard	Potential Acquisition (Full)
5173-022-808	BNSF West Bank Yard	Potential Acquisition (Full)
5173-021-811	BNSF West Bank Yard	Potential Acquisition (Full)
5173-021-813	BNSF West Bank Yard	Potential Acquisition (Full)

Source: HDR 2023

Notes:

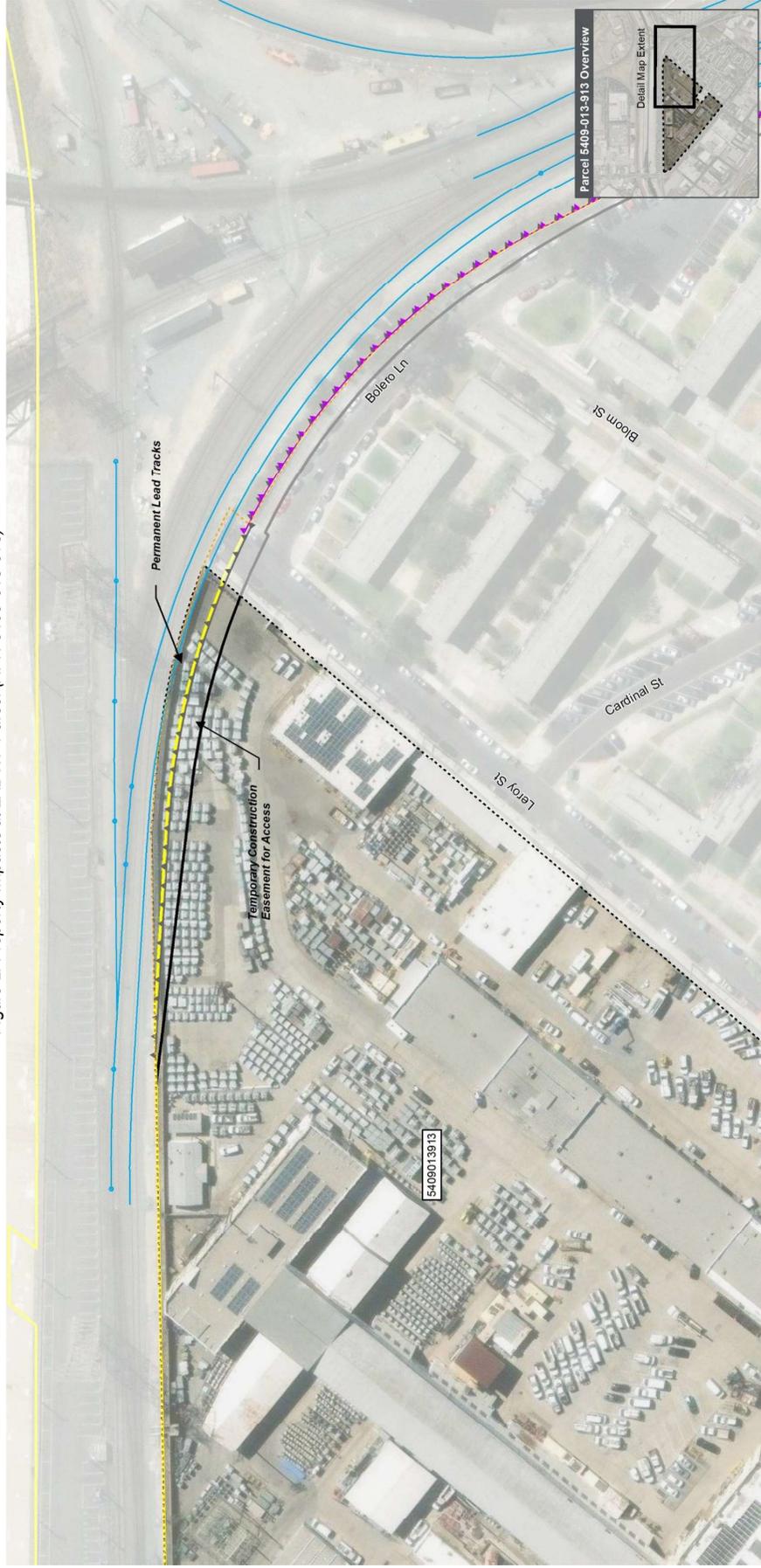
APN=Assessor's Parcel Number; HACLA=Housing Authority of City of Los Angeles; LADWP=Los Angeles Department of Water and Power; MWD=Metropolitan Water District; TCE=Temporary Construction Easement

Figure 1. Non-Metro-Owned Potentially Affected Parcels



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Figure 2. Property Impacts at LADWP Parcel (APN 5409-013-913)



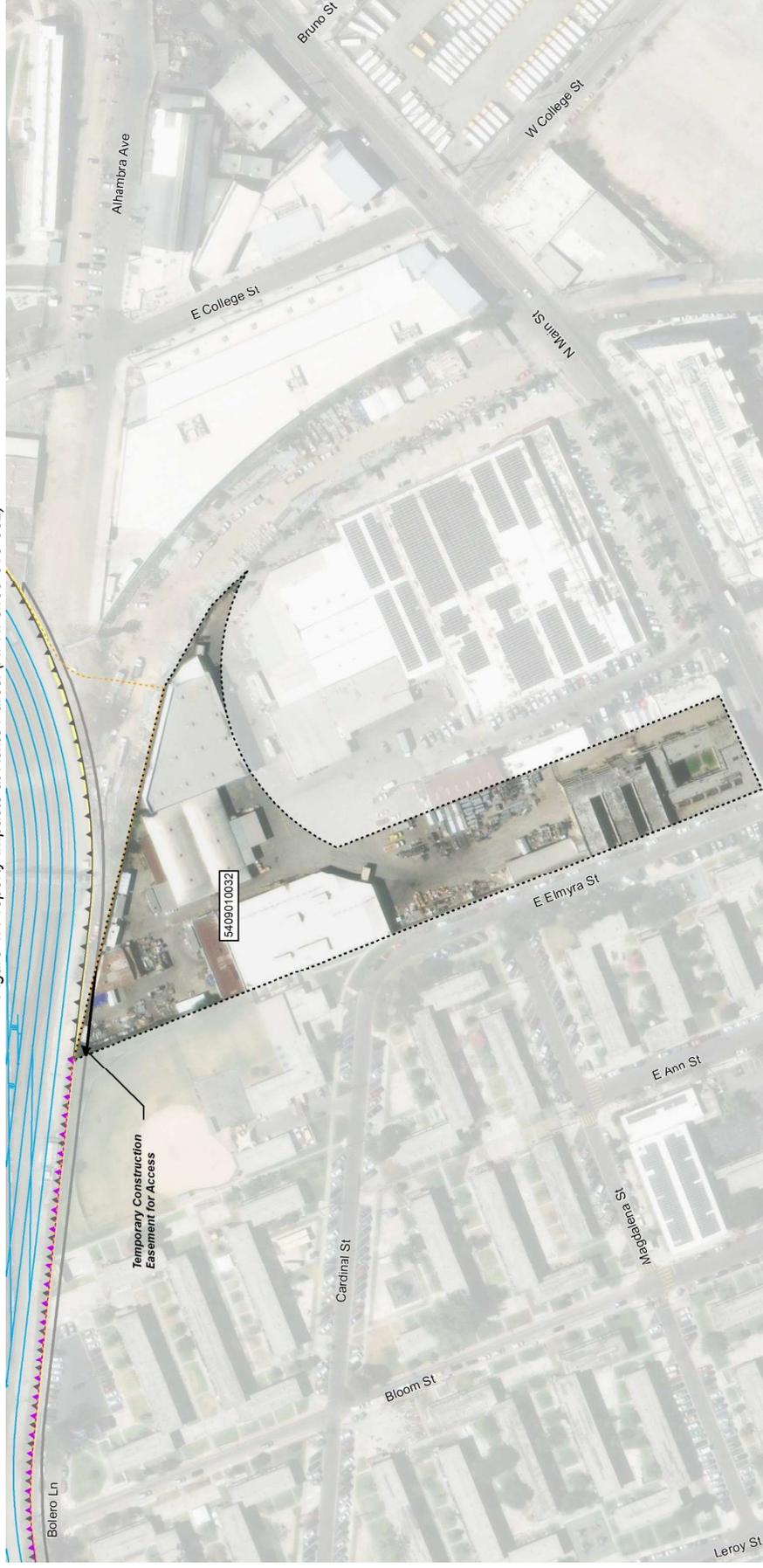
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Figure 3. Property Impacts at HACLA William Mead Homes Parcel (APN: 5409-012-903)



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Figure 4. Property Impacts at Kelite Parcel (APN: 5409-010-032)

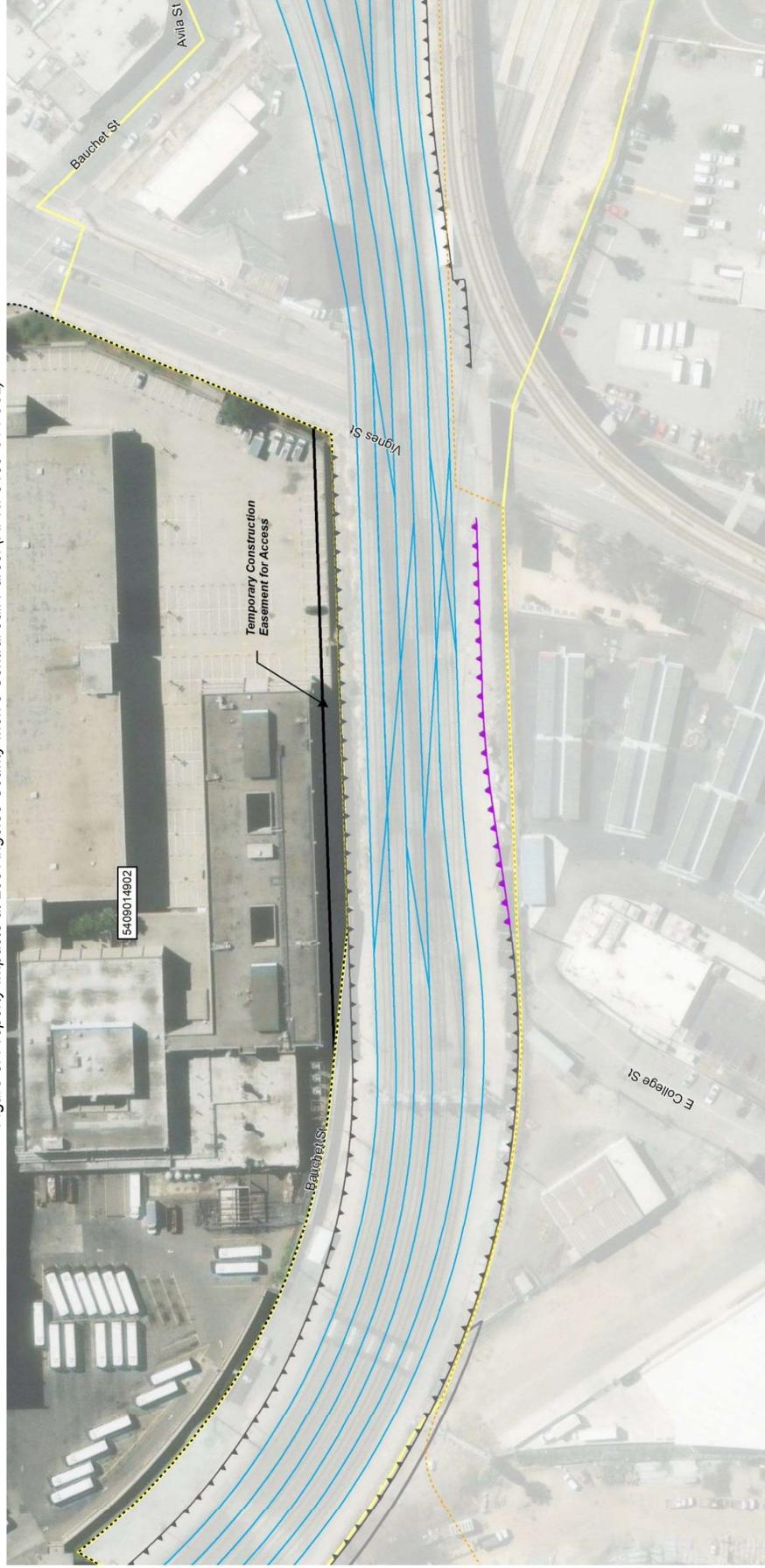


- Permanent Impact
- Temporary Impact
- Regional/Intercity Rail Track
- Sound Wall
- Retaining Wall
- Rail Right-of-Way
- Parcel Boundary



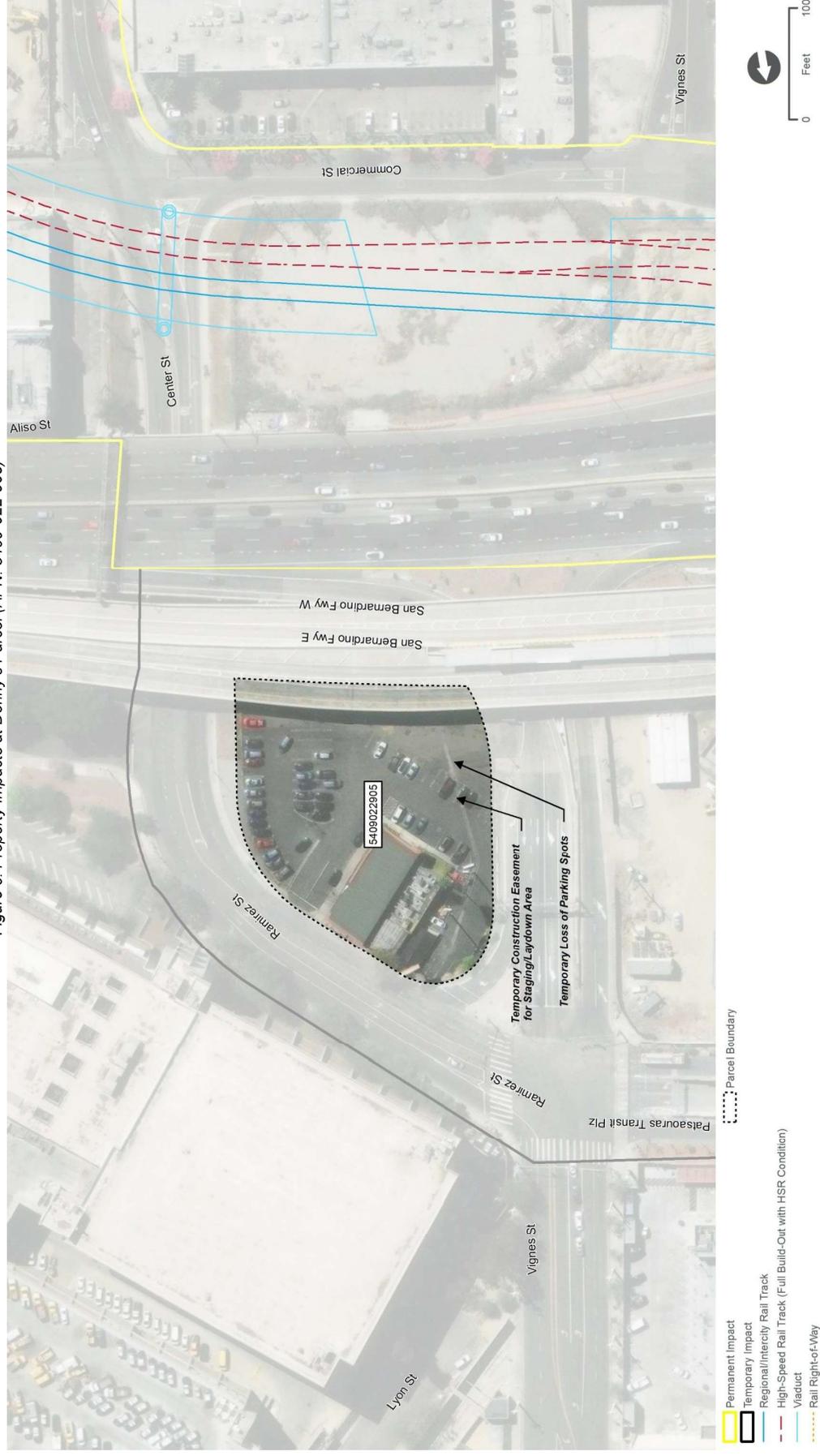
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Figure 5. Property Impacts at Los Angeles County Men's Central Jail Parcel (APN: 5409-014-902)



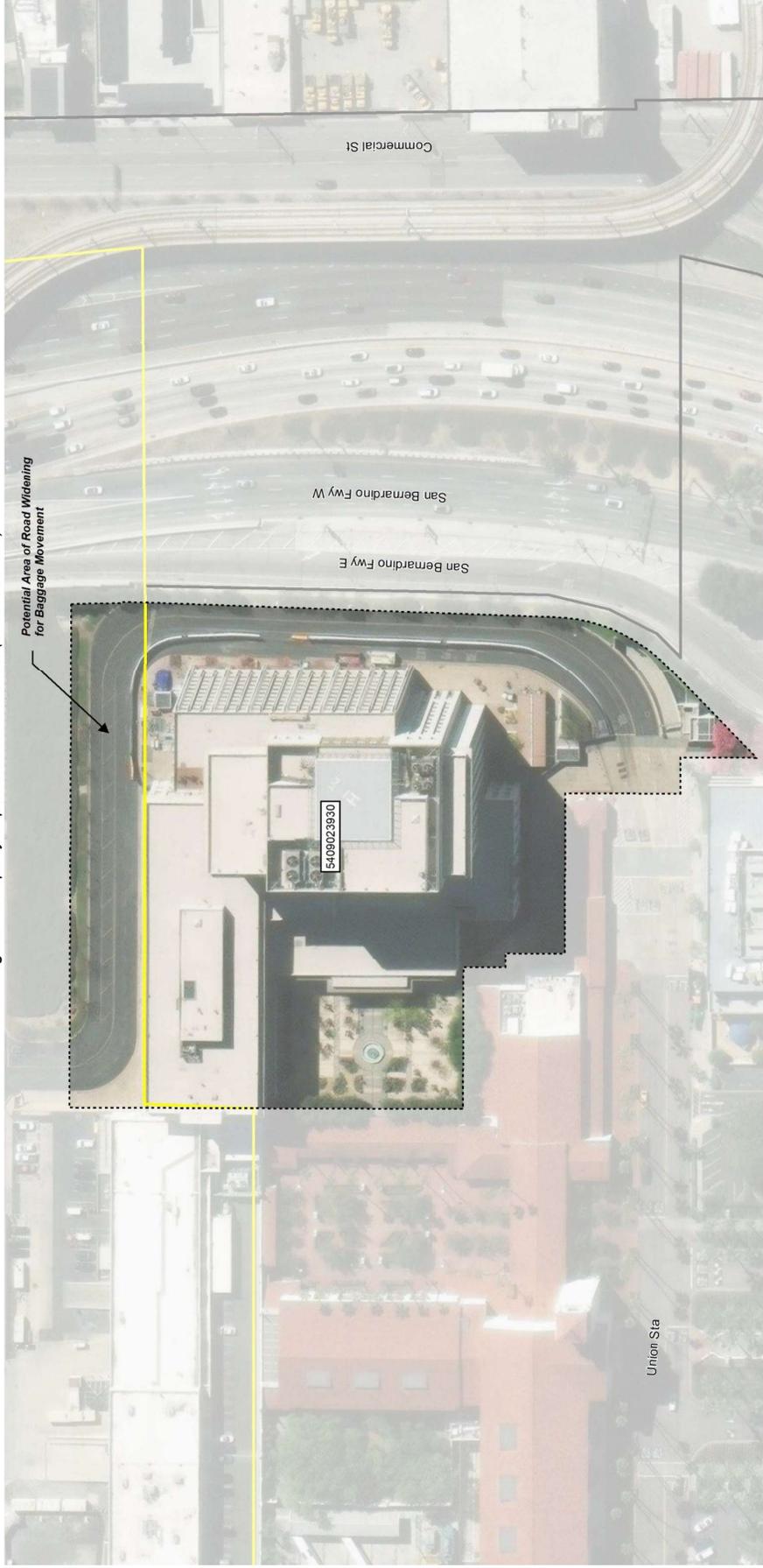
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Figure 6. Property Impacts at Denny's Parcel (APN: 5409-022-905)



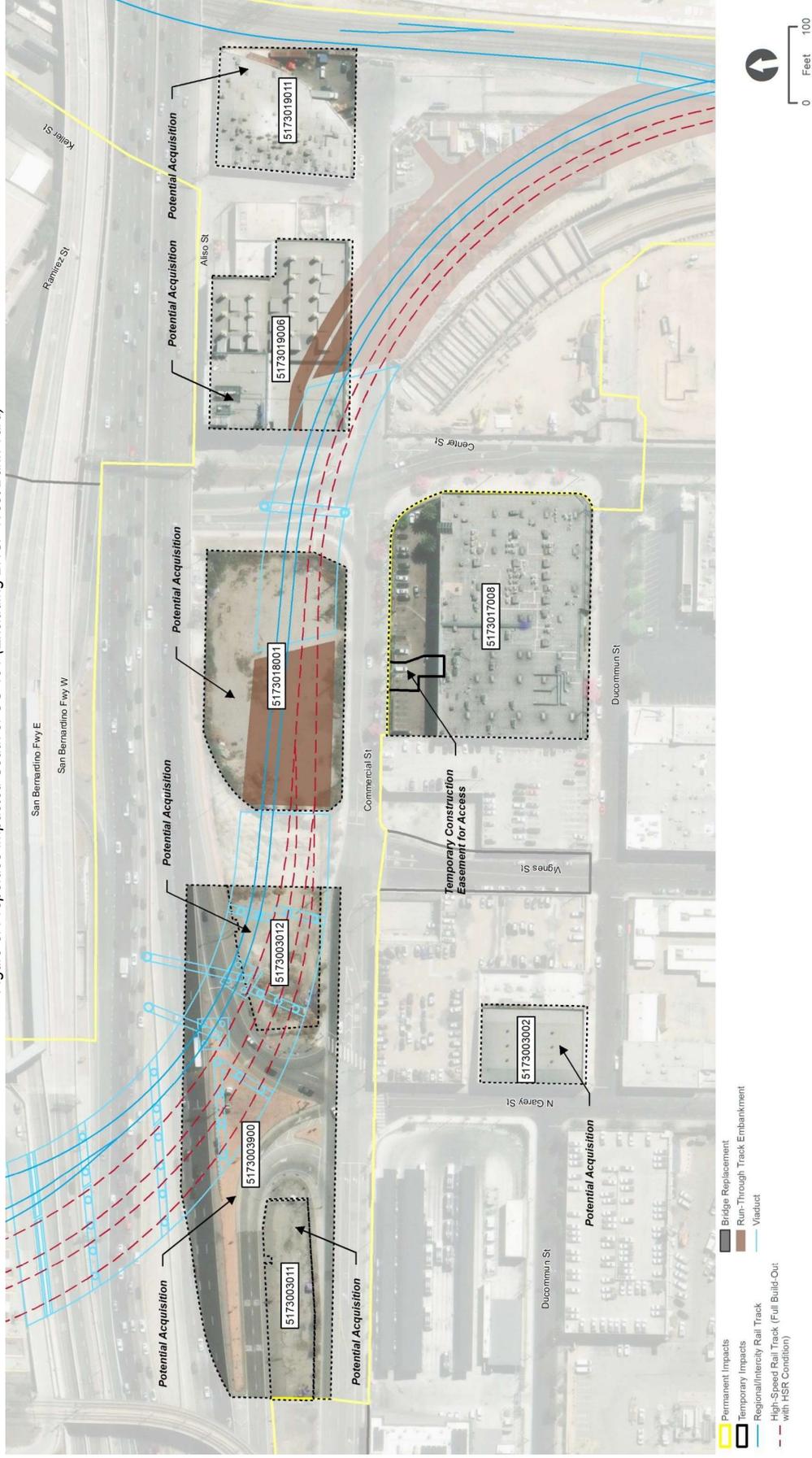
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Figure 7. Property Impacts at MWD Parcel (5409-023-030)



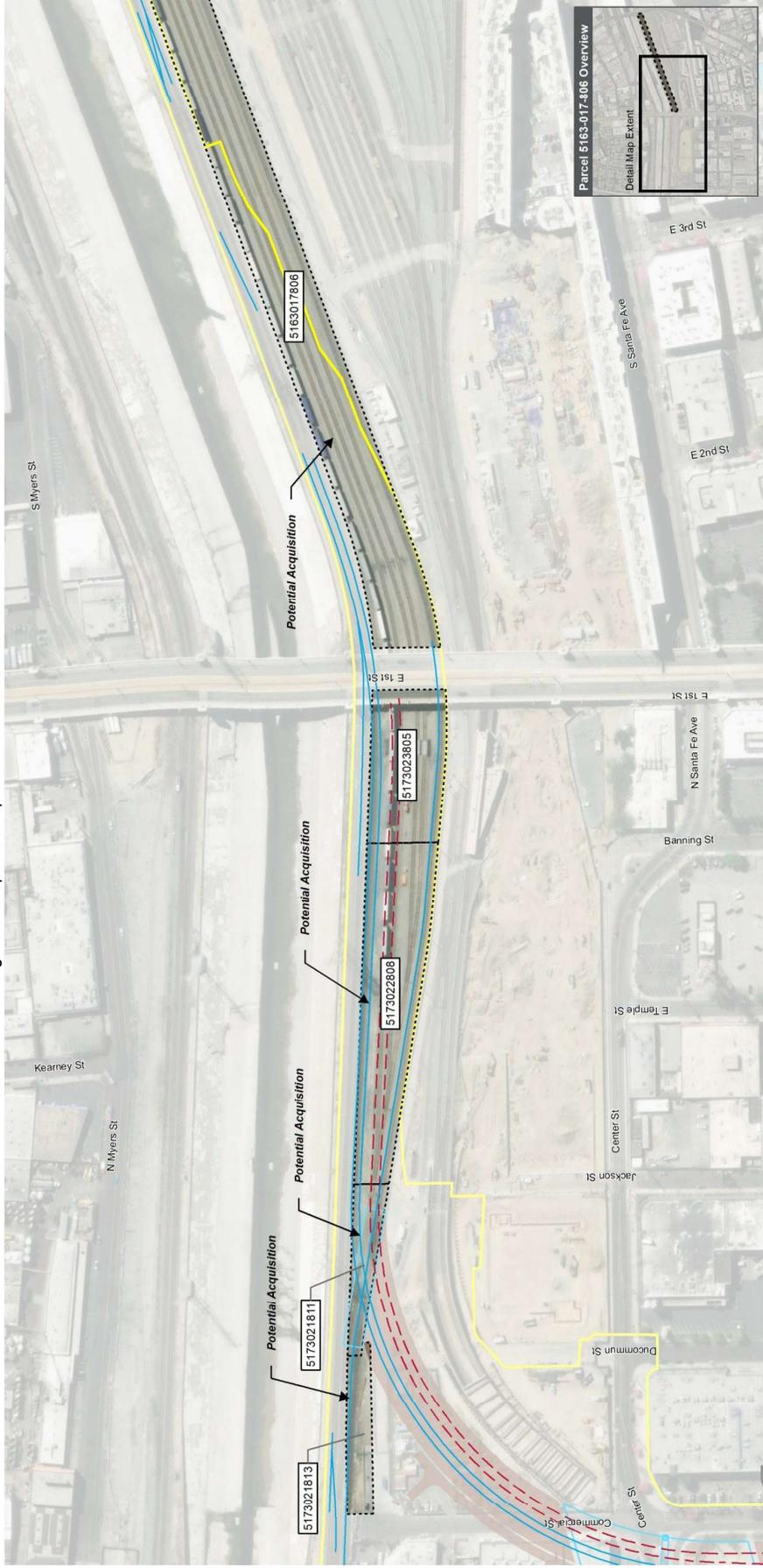
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Figure 8. Properties Impacted South of US-101 (Excluding BNSF West Bank Yard)



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Figure 9. Properties Impacted at the BNSF West Bank Yard



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