3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

3.13 Station Planning, Land Use, and Development

3.13.1 Introduction

PURPOSE

Station Planning, Land Use, and Development

The intent of the land use section is to evaluate existing development patterns and local land use policies to determine whether or not the project is consistent with these plans. The proposed High-Speed Rail Project Alternative stations have been designed in coordination with local governments and with their plans and policies in mind.

Section 3.13, Station Planning, Land Use, and Development, of the Los Angeles to Anaheim Project Section (project section) Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) discusses the potential impacts of the No Project Alternative and the High-Speed Rail (HSR) Project Alternatives, otherwise called Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, and describes impact avoidance and minimization features (IAMF) that will avoid, minimize, or reduce these impacts. This section describes the regulatory setting governing regulation of land use and planning, explains the analytical methods used, and summarizes existing and planned land use patterns. Section 3.13 also defines the land uses in the region and describes the affected environment in the resource study areas (RSA).

This section includes a detailed analysis of environmental resources, affected environment, environmental consequences, and mitigation measures based on the guidance provided in *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines,* Versions 5.9 and 5.11 as amended (Authority 2017, 2022).

The following technical reports serve as the basis for the information in this section and are available on request:

- *Los Angeles to Anaheim Project Section Community Impact Assessment* (Authority 2025a)
- *Los Angeles to Anaheim Project Section Transportation Technical Report* (Authority 2025b)
- *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025c)
- *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025d)
- *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025e)
- *Los Angeles to Anaheim Project Section Paleontological Resources Technical Report* (Authority 2025f)
- *Los Angeles to Anaheim Project Section Visual Impact Assessment* (Authority 2025g)

Additional details on station planning, land use, and development resources are provided in the following technical appendices in Volume 2 of this Draft EIR/EIS:

- Appendix 2-A, Impact Avoidance and Minimization Features
- Appendix 2-B, Applicable Design Standards
- Appendix 3.1-A, Regional and Local Policy Inventory and Consistency Analysis
- Appendix 3.13-A, Existing Land Uses and Zoning of Project Temporary Uses and Permanent Acquisitions Figures
- Appendix 3.13-B, Land Use Tables

- Appendix 3.13-C, Zoning Tables

Ten resource sections and two other chapters in this Draft EIR/EIS provide additional information related to impacts on station planning, land use, and development resources:

- **Section 3.2, Transportation:** Construction and operational changes from the Shared Passenger Track Alternatives on temporary and permanent roadway closures and operational changes related to traffic access demand changing near HSR station sites.
- **Section 3.3, Air Quality and Global Climate Change:** Construction impacts of the Shared Passenger Track Alternatives on air quality and global climate as well as long-term regional benefits from operations of the project.
- **Section 3.4, Noise and Vibration:** Construction and operational changes caused by the Shared Passenger Track Alternatives on sensitive receptors.
- **Section 3.11, Safety and Security:** Construction and operational changes from the Shared Passenger Track Alternatives regarding emergency response, among other resources.
- **Section 3.12, Socioeconomics and Communities:** Construction and operational changes from the Shared Passenger Track Alternatives on changes to demographics, property, economic factors, and affected communities and neighborhoods as a result of land conversions.
- **Section 3.14, Agricultural Farmland and Forest Land:** Construction and operational changes from the Shared Passenger Track Alternatives on agricultural and forest land.
- **Section 3.15, Parks, Recreation, and Open Space:** Construction and operational changes from the Shared Passenger Track Alternatives on parks, recreation, and open space resources.
- **Section 3.16, Aesthetics and Visual Quality:** Construction and operational changes from the Shared Passenger Track Alternatives on the visual quality of surrounding land uses adjacent to the alignment and station sites.
- **Section 3.18, Regional Growth:** Construction and operational changes from the Shared Passenger Track Alternatives to induce growth related to population and employment.
- **Section 3.19, Cumulative Impacts:** Construction and operational changes from the Shared Passenger Track Alternatives and other past, present, and reasonably foreseeable future projects.
- **Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations:** Construction and operational changes from the Shared Passenger Track Alternatives on land use conversions that could result in changes to protected park resources (Section 4(f)), changes to recreation resources funded by the Land and Water Conservation Fund Act (Section 6(f)), and changes to historic resources pursuant to the Historic Preservation Act (Section 106).
- **Chapter 5, Community Analysis:** Provides information on minority and low-income population effects.

Critical land use issues along this project section of the California HSR System include the scale of the project and its impacts on land uses in the communities along the project footprint, the introduction of incompatible uses that could alter land use patterns, and the proximity of sensitive land uses (e.g., residential areas, schools, daycare facilities, medical facilities, elder care establishments) along the project extent.

Because the project would be built mostly within existing railroad right-of-way, the project design would have fewer land use conflicts relative to a project built in new right-of-way. The existing railroad corridor is constrained by the surrounding environment and other existing rail operators in the area, including trains operated by the National Railroad Passenger Corporation (Amtrak), Metrolink (governed by the Southern California Regional Rail Authority), Union Pacific Railroad

(UPRR), and BNSF Railway (BNSF). In this project section, HSR trains would operate on dedicated and fully grade-separated tracks and share new and upgraded tracks with passenger rail currently operating in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor), reducing right-of-way impacts and minimizing traffic impacts that would affect land use.

This section begins with a description of the regulatory framework governing land use and planning in the context of HSR construction and operation, followed by an overview of the methods used to identify the land uses in the RSAs. The types of land use and regulations occurring in the project area are then described. Finally, the anticipated effects of the project section on land use and planning are evaluated, followed by the identification of mitigation measures that would be implemented to avoid or lessen those effects.

3.13.1.1 Definition of Resources

The following are definitions for land use and station planning analyzed in this Draft EIR/EIS.

- **Land Use Categories:** Land use categories include existing and planned land uses in the project section including residential; commercial, services, and office; industrial and mixed use; transportation; open space and recreation; and facilities uses.[1]
- **Transit-Oriented Development:** Transit-oriented development (TOD) is a pattern of dense, mixed-use, pedestrian-friendly land uses near transit nodes that, under the right conditions, translates into higher transit patronage, and does not focus on parking (Transit Cooperative Research Program 2004).

3.13.2 Laws, Regulations, and Orders

This section describes the federal, state, and local laws, regulations, orders, and plans that are relevant to land use resources. General National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements for assessment and disclosure of environmental impacts are described in Section 3.1, Introduction, and are therefore not restated in this resource section. NEPA and CEQA requirements specific to the evaluation of station planning, land use, and development are, however, described in this section.

3.13.2.1 Federal

Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the Federal Railroad Administration (FRA) released *Procedures for Considering Environmental Impacts* (FRA 1999). These FRA procedures describe the FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S. Code 4321 et seq.). The FRA Procedures for Considering Environmental Impacts states that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on land use.

[1] Land uses described in this Draft EIR/EIS can be further broken down from these categories to include single-family residential, multifamily residential, and mixed residential uses; and transportation-railroad and transportation, communications, and utilities uses.

3.13.2.2 State

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728, Statutes of 2008)

This statute requires regional planning agencies to include a "Sustainable Communities Strategy" or "Alternative Planning Strategy" in the next version of their regional transportation plans. The purpose of a Sustainable Communities Strategy is to coordinate land use, housing needs, and transportation/transit planning to meet the regional target for the reduction of greenhouse gas emissions from automobiles and light trucks established by the California Air Resources Board. Coordination is enforced by requiring transportation projects identified in the regional transportation plan to comply with the Sustainable Communities Strategy to receive state and federal funding through the regional housing needs allocation. The requirements of Senate Bill 375 are reflected in the 2014 regional transportation plans adopted by the Southern California Association of Governments (2016 and 2020 Regional Transportation Plan/Sustainable Communities Strategy) and Orange County Transportation Authority (2014–2019 Strategic Plan).

California State Planning and Zoning Law (California Government Code Section 65000–66037)

The law delegates most of the state's local land use and development decisions to cities and counties and describes laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning.

3.13.2.3 Regional and Local

This section discusses relevant regional and local programs, policies, regulations, and permitting requirements. The project section would primarily be within Los Angeles and Orange Counties and the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The city of Orange and the unincorporated communities of South Whittier and West Whittier–Los Nietos in Los Angeles County are also within the RSAs. The County of Los Angeles determines land use and zoning within these unincorporated communities. Table 3.13-1 provides an overview of the applicable regional and local general plans, including goals, objectives, and policies relevant to station planning, land use, and development in the RSAs.

Table 3.13-1 Regional and Local Plans and Policies

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Regional Plan		
SCAG 2024–2050 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station options	The SCAG RTP/SCS is a long-range metropolitan transportation plan that is developed and updated by SCAG every 4 years. The SCAG 2024 RTP/SCS, also known as Connect SoCal, outlines a comprehensive vision for transportation and land use planning in Southern California. Policies related to station planning, land use, and development include: ▪ Policy 3: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit) ▪ Policy 12: Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible ▪ Policy 48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience ▪ Policy 55: Promote equitable use of and access to clean transportation technologies so that all may benefit from them ▪ Policy 60: Support regional conservation planning and collaboration across the region ▪ Policy 61: Encourage the protection and restoration of natural habitat and wildlife corridors

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Los Angeles County		
Los Angeles County 2035 General Plan, Land Use Element, Mobility Element, Economic Development Element (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Norwalk/Santa Fe Springs	The County of Los Angeles adopted the *Los Angeles County General Plan* on October 6, 2015. The Land Use Element was updated in March 2025. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Policy LU 2.5: Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts. ▪ Policy LU 3.3: Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways. ▪ Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. ▪ Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques. ▪ Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces. ▪ Goal M 4: An efficient multimodal transportation system that serves the needs of all residents. ▪ Policy M 4.1: Expand transportation options that reduce automobile dependence. ▪ Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership. ▪ Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services. ▪ Goal M 7: Transportation networks that minimize negative impacts to the environment and communities. ▪ Goal ED 3: An expanded and improved infrastructure system to support economic growth and development.
Los Angeles County Code of Ordinances (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 22 of the Los Angeles County Municipal Code pertains to zoning issues; its purposes are to implement the goals, objectives, and policies of the county general plan; assure compatibility between land uses; and encourage development that protects and promotes the public health, safety, and general welfare of the unincorporated areas of the county.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
LA River Master Plan (2022)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The *LA River Master Plan* seeks to build on prior and current planning efforts to reimagine the Los Angeles River from a single-use corridor to a tangible, multi-benefit resource that connects people, culture, water, open space, and wildlife. Research and analysis for the plan is based on a data-driven watershed and community approach. Relevant goals are: ▪ Reduce flood risk and improve resiliency. ▪ Provide equitable, inclusive, and safe parks, open space, and trails. ▪ Support healthy connected ecosystems. ▪ Enhance opportunities for equitable access to the river corridor.
City of Los Angeles		
City of Los Angeles General Plan, Framework Element, Mobility Element (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Los Angeles approved the *City of Los Angeles General Plan* and most recently amended it in 2024. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Land Use Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services. ▪ Land Use Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the *City of Los Angeles General Plan* Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services. ▪ Land Use Policy 3.10.2 Accommodate and encourage the development of multi-modal transportation centers, where appropriate. ▪ Land Use Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses. ▪ Land Use Policy 3.15.3: Increase the density generally within one-quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6. ▪ Mobility Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Downtown Community Plan (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Los Angeles adopted the *Downtown Community Plan* in 2023 and amended it in 2024; the plan is fully operative as of January 2025. The plan includes the following goals and policies relevant to station planning, land use, and development: ▪ The Mobility & Connectivity goals and policies establish that a safe and accessible circulation system is critical to support the range of places and activities downtown, regardless of age, ability, or transportation mode. ▪ MC Goal 5 intends to develop a comprehensive transit system that connects downtown's districts and downtown to communities throughout the region.
Alameda District Specific Plan (1996)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Covers approximately 70 acres, including the 52-acre LAUS property. Envisions LAUS and its surrounding areas as transportation hub of Southern California. Build-out consists of more than 10.8 million square feet of commercial office, government office, hotel and conference center, entertainment, residential, retail, and museum development. Anticipates project build-out occurring in two phases over 20 years.
Boyle Heights Community Plan (2024)[1]	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Boyle Heights is a neighborhood within the city of Los Angeles. The community plan includes the following goals and policies relevant to station planning, land use, and development: Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through the Mobility Plan 2035. The proposed plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle, and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The proposed plan also implements Mobility Plan 2035 with a refined lens on the Boyle Heights Community Plan and is consistent with the objectives of the SCAG 2016–2040 RTP/SCS and SCAG 2020–2045 RTP/SCS.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Los Angeles Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The purpose of Chapter 1, Article 2 is to: ▪ Designate, regulate and restrict the location and use of buildings, structures and land, for agriculture, residence, commerce, trade, industry or other purposes; ▪ To regulate and limit the height, number of stories, and size of buildings and other structures hereafter erected or altered to regulate and determine the size of yards and other open spaces and to regulate and limit the density of population; and ▪ For said purposes to divide the City into zones of such number, shape and area as may be deemed best suited to carry out these regulations and provide for their enforcement. Further, such regulations are deemed necessary in order to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air, and to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; and to promote health, safety, and the general welfare.
City of Vernon		
City of Vernon General Plan, Land Use Element (2023)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Vernon approved the *City of Vernon General Plan* in 2015 and amended it on July 18, 2023. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ GOAL LU-3 Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve.
The Code of the City of Vernon (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Chapter 26 Zoning Ordinance: to designate, regulate, and restrict the use, location, and size of buildings, ancillary structures, and land for industrial uses and other permitted purposes and establish performance and development standards in order to protect the public health, safety, and welfare.
City of Bell		
City of Bell 2030 General Plan, Land Use and Sustainability Element (2022)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Bell approved the *City of Bell 2030 General Plan* in 2018 and amended it most recently in 2022. The general plan includes the following goal and policy relevant to station planning, land use, and development: Land Use and Sustainability Element Policy 3: The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Bell Municipal Code (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 17 Zoning: the purpose of these regulations is to classify, designate, regulate and restrict the use of buildings, land and structures, in order to permit the highest and best use of land within the city to serve the needs of residential, commercial and industrial developments within the city, to regulate and limit the height, number of stories, size and location of buildings and other structures, hereafter designed, erected or altered; to regulate the size of yards and open spaces; to regulate and limit the density of population; to facilitate adequate provisions for community utilities, such as transportation, water, sewerage, schools, parks and other public requirements; to lessen congestion on streets; to promote the public health, safety, welfare and general prosperity with the aim of preserving a wholesome, serviceable and attractive community.
City of Commerce		
City of Commerce 2020 General Plan, Community Development Element, Transportation Element[1] (2008)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Commerce approved the *City of Commerce 2020 General Plan* in 2008. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Community Development Policy 1.1. The City of Commerce will continue to promote land use compatibility. ▪ Community Development Policy 7.1: The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible. ▪ Community Development Policy 7.2. The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities. ▪ Transportation Policy 1.6: The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system. ▪ Transportation Policy 6.1: The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.
Commerce Municipal Code (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 19 of the City of Commerce Municipal Code pertains to zoning, for the purpose of protecting public health, safety, comfort, and welfare and to ensure that the growth and development of the city is orderly and provides maximum benefit to its residents by establishing land use districts and regulations which prevent the misuse or abuse of the land. Title 19 is further intended to protect individuals from the adverse impacts of neighboring incompatible land uses. Title 19 specifies the areas where specific land uses may be located and sets standards for their development to ensure the safe and efficient functioning of all uses.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Montebello		
City of Montebello General Plan, Chapter 3 Our Well Planned Community, Chapter 4 Our Accessible Community (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Montebello approved the *City of Montebello General Plan* in 2024. The general plan includes the following goals and policies to station planning, land use, and development: ▪ Policy A3.3b: Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage. ▪ P4.1: Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.
Montebello Municipal Code (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 17 of the City of Montebello Municipal Code pertains to zoning. The purpose of the regulations contained in this title that classify, designate, regulate and restrict the use of buildings, land and structures, is to permit the most compatible use of land within the city, consistent with the needs of residential, commercial and industrial developments, and the promotion of the public health, safety, welfare and general prosperity of the city and its residents.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Pico Rivera		
City of Pico Rivera General Plan, Land Use Element, Circulation Element, Environmental Resource Element (2014)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Pico Rivera adopted the *City of Pico Rivera General Plan* in 1993 and last updated it in 2014. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Policy 3.13-2 Regional Planning. Participate in regional planning efforts with the Gateway Cities Council of Governments, Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), Watershed Conservation Authority and other appropriate organizations to ensure that City issues and interests are represented. ▪ Policy 3.13-3 Project Review. Review, comment and coordinate on plans and projects of overlapping or neighboring agencies to ensure compatibility with the City's General Plan and to make certain that impacts on the city are mitigated. ▪ Policy 5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented. ▪ Policy 5.2-12 Regional Coordination. Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible. ▪ Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions. ▪ Policy 8.6.1: Open Space Conservation. Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Pico Rivera Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 18: ▪ By regulating the use of land, buildings and other structures, and other facilities for commerce, trade, industry and other functions and uses, as may be necessary and required by the community; ▪ By dividing and segregating the city into various land use zone classifications of such size, shape, number and variety best suited to carry out the goals, provisions and objectives of the comprehensive general plan and this division, and providing for the administration and enforcement thereof; ▪ By influencing, encouraging, promoting, protecting, maintaining, and perpetuating the best interests of the city's environmental quality and the public health, peace, safety, order and general welfare; and ▪ By recognizing the need to constantly consider and effectively deal with the physical appearance, image, identity, character, atmosphere, environment and ecology of the city, which can be attributed as a valuable resource contributing to the overall growth, economic welfare and urban development of the community.
City of Santa Fe Springs		
Re-Imagine Santa Fe Springs 2040 General Plan, Land Use Element (2022)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Norwalk/Santa Fe Springs	The City of Santa Fe Springs released *The General Plan of the City of Santa Fe Springs, California* in 1994, and updated it in 2022 as *Re-Imagine Santa Fe Springs 2040 General Plan*. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Goal LU-1: A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places. – Policy LU-1.1: Small Community Character. Retain the City's small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development into the community fabric. – Policy LU-1.2: Economic Diversity. Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities. – Policy LU-1.3: Downtown. Create a thriving Downtown District that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces. – Policy LU-1.4: Transit-Oriented Development. Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods. – Policy LU-1.5: Land Use Transitions. Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
		– Policy LU-1.6: Community Benefits. Ensure that new development(s) provide a net community benefit and pays their fair share of fiscal impacts on infrastructure and services. ▪ Goal LU-2: Industrial businesses that stimulate economic development and job growth. – Policy LU-3.2: Appropriate Siting. Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses. ▪ Goal LU-8: Vibrant mixed-use, pedestrian-friendly districts around transit stations. – Policy LU-8.1: Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations. ▪ Goal LU-8.4: Improve street infrastructure around transit stations to accommodate pedestrians and bicyclists. ▪ Goal 10.4: Protect those lands needed for public and quasi-public services which benefit the City as a whole. ▪ Goal C-1: A multimodal mobility network that efficiently moves and connects people, destinations, vehicles, and goods. – Policy C-1.1: Multi-Modal. Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility. ▪ Goal C-4: A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations. ▪ Goal C-5: A multi-modal freight transportation system that facilitates the effective transport of goods while minimizing negative impacts on the community.
Code of Santa Fe Springs (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Norwalk/Santa Fe Springs	Title XV, Chapter 155 of the Code of Santa Fe Springs pertains to zoning. The purpose of this chapter is to serve the public health, safety, comfort, convenience and general welfare by establishing land use districts designed to obtain the economic and social advantages resulting from planned use of land, and by establishing those regulations of the use of land and improvements within the various districts which are necessary to insure that the growth and development of the city shall be orderly and proper for the maximum benefit of its citizens.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Norwalk		
Vision Norwalk – The City of Norwalk General Plan, Housing Element, Circulation Element, Citywide Land Use Element, Circulation Element[1] (2023)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B HSR station option: Norwalk/Santa Fe Springs	The City of Norwalk adopted *Vision Norwalk – The City of Norwalk General Plan* in 1996, and the most recent update was in 2023 with the adoption of a new Housing Element. The general plan includes the following goals and policies relevant to station planning and land use: ▪ City Center Area Plan Land Use Policy: Encourage complementary and appropriate land uses adjacent to public transportation stations and routes. ▪ City Center Area Plan Circulation Policy: Ensure City Center's continued and improved status as a major transportation hub. ▪ City Center Area Plan Circulation Policy: Encourage and/or require dedication and/or construction of appropriate facilities in support of the public transportation system. ▪ City Center Area Plan Circulation Policy: Require projects to include adequate on-site parking and encourage joint use of existing private parking facilities for public use during off-hours together with joint development of public/private parking facilities. ▪ Land Use Element City Wide Objective: To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner. ▪ Land Use Element City Wide Policy: Encourage developments to be well located and functionally integrated with adjacent transit facilities. ▪ Circulation Goal 2: A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city. ▪ Circulation Goal 3: A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies. ▪ Circulation Policy 3.1: Encourage new development which facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled. ▪ Circulation Policy 3.5: Support the development of additional regional public transportation facilities and services. ▪ Circulation Goal 4: An efficient public transportation system that provides mobility to all City residents, employees and visitors. ▪ Circulation Goal 7: Well-designed and convenient parking facilities. ▪ Circulation Goal 9: Support the commuter rail system that meets the needs of current and future residents.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Norwalk Municipal Code (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B HSR station option: Norwalk/Santa Fe Springs	Title 17 of the Norwalk Municipal Code pertains to zoning. This code consists of all the regulatory and penal ordinances and certain of the administrative ordinances of the city.
City of La Mirada		
City of La Mirada General Plan, Land Use Element, Circulation Element, Open Space and Conservation Element (2003)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of La Mirada adopted the *City of La Mirada General Plan* in 2003. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Land Use Goal 1.0 Maintain a compatible mix, distribution, and intensity of complementary land uses. ▪ Land Use Goal 5.0 Stimulate the revitalization of deteriorating land uses and properties. ▪ Circulation Policy 3.2: Work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service. ▪ Open Space and Conservation Policy 3.2: Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality.
La Mirada Code of Ordinances (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 21: ▪ To guide, control, and regulate the future growth of the city by encouraging orderly and beneficial new development and protecting the character and economic stability of existing development; ▪ To assure the provision of adequate light, air, privacy and convenience of access to property, and to secure the safety of persons and property against fire, flood, erosion and other dangers; ▪ To regulate the location of buildings, and the uses of buildings and land, so as to prevent undue interference with existing or prospective traffic movements on public thoroughfares.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Orange County		
County of Orange General Plan, Land Use Element, Transportation Element, Growth Management Element (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The *County of Orange General Plan* is a blueprint for growth and development and primarily on the unincorporated area. The *County of Orange General Plan* was last updated in February 2025 and consists of an introductory chapter, a demographics chapter, and nine elements: Land Use, Transportation, Public Services and Facilities, Resources, Recreation, Noise, Safety, Housing, and Growth Management. The following goals, objective, and policies are listed below. ▪ Land Use Element, Policy 3: To encourage infill and transit-oriented development through incentives, concentrating development close to transit stops and ensuring access by all travel modes. ▪ Land Use Element, Policy 5: To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit. ▪ Land Use Element, Policy 7: To require new development to be compatible with adjacent areas. ▪ Land Use Element, Policy 9: To guide development so that the quality of the physical environment is enhanced. ▪ Transportation Element, Objective 1.1: Establish a circulation plan that accommodates the General Plan Land Use Element of the County. ▪ Growth Management Element, Goal 1: Reduce traffic congestion. ▪ Growth Management Element, Goal 2: Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.
Codified Ordinances of the County of Orange (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 7, Division 9, Article 2, Subarticle 1, Sec. 7-9-19.2 ▪ A) To enhance and implement the General Plan and Local Coastal Program. ▪ E) To establish conditions which shall allow all of these land uses to exist in harmony within the community. ▪ G) To lessen congestion on streets and to promote a safe, efficient traffic circulation system. ▪ K) To promote the stability of existing land uses and to protect them from incompatible and harmful intrusion.
Airport Environs Land Use Plan for Fullerton Municipal Airport (2019)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	A portion of the project alignment would be adjacent to Fullerton Municipal Airport. This area would require a below-grade braced trench configuration to avoid conflicts from the Los Angeles to Anaheim Project Section track and high-speed rail operations with the surface-level Fullerton Airport runway protection zone and the height restrictions established by FAA regulations Part 77.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Buena Park		
Buena Park 2035 General Plan, Land Use Element, Mobility Element (2022)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The City of Buena Park adopted the *Buena Park 2035 General Plan* in 2010 and updated it most recently in 2022. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Policy LU-1.4: Provide for the development of complementary land uses, such as open space, recreation, and civic/service uses for all future residential and non-residential development. ▪ Policy LU-3.1: Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods. ▪ Policy LU-4.3: Promote the clustering of development adjacent to transportation facilities including amenities to encourage transportation and service nodes. ▪ Policy LU-14.2: Establish a strong role in the implementation of Proposition 1A with the California High Speed Rail Authority (CHSRA). ▪ Policy LU-15.3: Coordinate siting of future transportation facilities to maximize the development of transit-supportive land uses. ▪ Policy LU-15.4: Encourage development of land uses that provide for multimodal transportation options to reduce the demand for automobile use. ▪ Policy LU-16.3: Utilize land use change to encourage livability, access to services, efficient use of infrastructure, and access to transportation options. ▪ Policy M-3.2: Ensure the timely provision of adequate transportation infrastructure and standards consistent with the location, intensity and timing of new development as defined in the Land Use Element. ▪ Goal M-7: Reduced traffic congestion within the City and surrounding area.
Buena Park Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 19 of the Buena Park Municipal Code pertains to zoning. The purpose of Title 19 is to implement the General Plan of the City of Buena Park and to ensure that the growth and development of the City is attractive, efficient and humane; and that the health, safety, prosperity, enjoyment, and general welfare of those who reside, work, or visit in the City is served to the optimum degree.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Fullerton		
The Fullerton Plan, Built Environment Element, Economy Element (2020)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Fullerton	The City of Fullerton adopted *The Fullerton Plan* in 2012 and updated it in 2020. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ P1.1 Regional Coordination Support regional and subregional efforts to create a strong sense of place and support the efficient use of land. ▪ P1.7 Development that Supports Mobility Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options. ▪ P1.11: Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm. ▪ P.5.1: Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan. ▪ P5.2: Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips. ▪ P5.5 Fullerton Transportation Center Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public. ▪ P5.8: Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips. ▪ P5.11 Integrated Land Use and Transportation Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation. ▪ P5.13 Development-Oriented Transit Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods, while fitting the scale and traffic patterns of the surrounding area. ▪ P9.1: Support projects, programs and policies with regional organizations involved in economic development to strengthen strategic alliances, ensure the efficient use of City resources and to encourage mutually supportive efforts.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Fullerton Transportation Center Specific Plan (2015)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Fullerton	The purpose of the *Fullerton Transportation Center Specific Plan* is to create a sustainable transit-oriented district at the Fullerton Transportation Center. These goals include: ▪ Goal 2: Create a mixed-use neighborhood that contributes toward a sustainable Downtown economy. ▪ Goal 3: Create a mixed-use and transit-oriented neighborhood that contributes to a sustainable natural environment.
Fullerton Transit Village Specific Plan (2004)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Fullerton	The *Fullerton Transit Village Specific Plan* is intended to provide for the orderly and efficient development of the specific plan area in accordance with the provisions of the City of Fullerton General Plan. These goals include: ▪ Goal 2: To reclaim the currently blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton. ▪ Goal 5: To provide a desirable community where people want to live.
Harbor Walk Specific Plan (2014)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Fullerton	The *Harbor Walk Specific Plan* is intended to encourage new mixed-use developments in a key corridor of Harbor Boulevard. It contains both residential and small business uses and allows for higher density residential and ancillary uses. Objectives include: ▪ Build a neighborhood that helps implement the City's vision as expressed in the goals of the Harbor Gateway Focus Area of The Fullerton Plan, which is the City's General Plan. ▪ Develop housing within walking distance of the Fullerton Transit Center and Downtown to create the opportunity for alternate means of mobility.
600 W. Commonwealth Specific Plan (2016)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The *600 West Commonwealth Specific Plan* is for redevelopment of an existing site with multifamily housing, locally serving retail, commercial, and recreational amenities. It aims to build a neighborhood that helps implement the City's vision as expressed in the goals of the Commonwealth Corridor Focus Area of *The Fullerton Plan*. Relative to the railroad right-of-way, it requires a rear setback of at least 5 feet.
Valencia & Woods Specific Plan (2013)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The *Valencia & Woods Specific Plan* aims to implement *The Fullerton Plan* vision to increase the choice of affordable and desirable housing options for families with children, workforce families, and young professionals in Fullerton. Policy 8.6 notes that the rail use to the north will likely require a sound wall of increased height to mitigate noise, as well as some mechanical and building material upgrades to reduce interior noise if required.
City of Fullerton Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 15 of the *City of Fullerton Municipal Code* pertains to zoning. The purpose is to adopt an official land use plan for the city of Fullerton and to serve the public health, safety and general welfare and to provide the economic and social advantages resulting from any orderly planned use of land resources.
City of Anaheim		
City of Anaheim General Plan,	Shared Passenger Track Alternative A,	The City of Anaheim adopted the *City of Anaheim General Plan* in 2004 and updated it most recently in 2025. The general plan includes

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Land Use Element, Economic Development Element, Circulation Element, Growth Management Element (2025)	Shared Passenger Track Alternative B	the following goals and policies relevant to station planning, land use, and development: ▪ Land Use Goal 1.1, Policy 2: Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods. ▪ Land Use Goal 1.1, Policy 3: Encourage future development to provide functional public spaces that foster social interaction. ▪ Land Use Goal 3.1: Pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations. ▪ Land Use Goal 3.2, Policy 1: Where appropriate, designate land adjacent to freeways, proposed Bus Rapid Transit stops and Metrolink stations for employment intensive land uses. ▪ Land Use Goal 4.1, Policy 1: Ensure that land uses develop in accordance with the Land Use Plan and Zoning Code in an effort to attain land use compatibility. ▪ Land Use Goal 4.1, Policy 3: Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process. ▪ Land Use Goal 5.1, Policy 4: Promote development that is efficient, pedestrian-friendly, and served by a variety of transportation options. ▪ Economic Development Goal 15.1: Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highway, transit systems and pedestrian promenades. ▪ Economic Development Goal 6.3: Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors. ▪ Circulation Goal 1.1: Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City. ▪ Circulation Goal 2.3: Improve regional access for City residents and workers. ▪ Circulation Goal 5.1, Policy 3: Support transit supportive land uses in new development. ▪ Circulation Goal 6.1: Support the development of mass transit to enhance modal choice. Growth Management Goal 1.4: Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within the City. ▪ Growth Management Goal 1.4, Policy 1: Promote the location of housing near and/or within employment centers to enable shorter commutes and encourage transit-oriented, home-to-work mobility. ▪ Growth Management Goal 1.4, Policy 2: Encourage higher density and/or mixed-use development along major transit corridors and/or at transit stops.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
		▪ Growth Management Goal 2.1: Reduce traffic congestion on the City's arterial highway system.
Platinum Triangle Master Land Use Plan (2017)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The PTMU provides planning principles for the 820-acre Platinum Triangle, which is surrounded by Angel Stadium of Anaheim, the Grove of Anaheim, and the Honda Center. The following goal is applicable to station planning, land use, and development: ▪ Planning Principle 2.1.5: Reinforce Transit Oriented Development Opportunities. The Master Land Use Plan and PTMU Overlay Zone provide opportunities for Transit Oriented Development in close proximity to existing and future rail and bus transportation facilities.
Anaheim Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 18 of the Anaheim Municipal Code pertains to zoning. The purpose of this title is to promote growth of the City in an orderly manner, and to promote and protect the public health, safety, peace, comfort and general welfare in conformance with the General Plan.
City of Orange		
Orange General Plan, Growth Management Element, Circulation and Mobility Element (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The *Orange General Plan* strives to maintain the small-town character in residential neighborhoods of the city while providing a wide range of services, products, and amenities in the city's commercial, retail, and industrial districts. The City of Orange adopted the *Orange General Plan* on March 9, 2010, and updated it most recently in January 2025. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ Growth Management Goal 1.0, Policy 1.7: Promote the expansion and development of alternative methods of transportation. ▪ Growth Management Goal 2.0, Policy 2.1: Cooperate with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues. ▪ Circulation Goal 1.0: Provide a safe, efficient, and comprehensive circulation system that serves local needs, meets forecasted demands, and sustains quality of life in neighborhoods. ▪ Circulation Goal 2.0, Policy 2.2: Coordinate with adjacent cities to plan and develop major east/west and north/south arterials and rapid transit to connect the City with the cities of Anaheim, Tustin, Santa Ana, Garden Grove, and Villa Park, as well as developing areas within the City's sphere of influence. ▪ Circulation Goal 2.0, Policy 2.6: Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve traffic congestion.
Orange Municipal Code (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 17 Zoning: the city of Orange is divided into land use districts, or zones, pursuant to the Planning Act of the State of California. The districts are established to serve the public health, safety, and general welfare; to provide the social and economic advantages that result from an orderly, planned use of land resources; and to guide, control, and regulate the future growth and development of the city.

Sources: City of Anaheim 2017, 2025a, 2025b; City of Bell 2022, 2024; City of Buena Park 2022, 2025; City of Commerce 2008, 2024; City of Fullerton 2004, 2013, 2014, 2015, 2016, 2020, 2025; City of La Mirada 2003, 2024; City of Los Angeles 1996, 2024a, 2024b, 2024c, 2025; City of Montebello 2024a, 2024b; City of Norwalk 2023, 2024; City of Orange 2024, 2025; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023, 2024; County of Los Angeles 2022, 2025a, 2025b; County of Orange 2024, 2025; Orange County Airport Land Use Commission 2019; SCAG 2024

[1] This plan is currently undergoing an update as of January 2025.
Caltrans = California Department of Transportation; CAP = Climate Action Plan; EIR = environmental impact report; FAA = Federal Aviation Administration; FAST = Fixing America's Surface Transportation; GHG = greenhouse gas; HSR = high-speed rail; LAUS = Los Angeles Union Station; LU = land use; MAP-21 = Moving Ahead for Progress in the 21st Century Act; PMTU = Platinum Triangle Master Land Use Plan; RL = rural living; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; SOI = sphere of influence

3.13.3 Consistency with Plans and Laws

As indicated in Section 3.1.5.3, Consistency with Plans and Laws, CEQA and NEPA require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws. CEQA and FRA NEPA implementing procedures require the discussion of any inconsistency or conflict between a proposed action and federal, state, regional, or local plans and laws. Where inconsistencies or conflicts exist, the California High-Speed Rail Authority (Authority) must provide a description of the extent of reconciliation and the reason for proceeding if full reconciliation is not feasible under NEPA (64 *Federal Register* 28545, 14(n)(15)) and must discuss the inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans under CEQA (State CEQA Guidelines Section 15125(d)).

Several federal and state laws and implementing regulations listed in Section 3.13.2.1, Federal, and Section 3.13.2.2, State, govern compliance with station planning, land use, and development. The Authority, as the lead agency proposing to build and operate the HSR system, is required to comply with all federal and state laws and regulations and to secure all applicable federal and state permits prior to initiating construction of the project. Pursuant to U.S. Code Title 23 Section 327, under the NEPA Memorandum of Understanding between the FRA and the State of California, effective July 22, 2024, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects.

The Authority is a state agency and is therefore not required to comply with local land use and zoning regulations. However, it has endeavored to design and build the HSR project so that it is compatible with land use and zoning regulations. For example, the proposed project will incorporate IAMFs, such as **LU-IAMF#3, Restoration of Land Used Temporarily During Construction**, which requires the Authority-designated contractor to prepare a restoration plan demonstrating how any land used temporarily during construction would be restored to preconstruction conditions.

Appendix 3.1-A provides a consistency analysis of local plans and policies. The following inconsistencies relevant to land use and station planning were identified:

- **Airport Environs Land Use Plan for Fullerton Municipal Airport** (Orange County Airport Land Use Commission 2019): A portion of the project alignment would be adjacent to Fullerton Municipal Airport. This area would require a below-grade braced trench configuration to avoid conflicts with the project section track, HSR operations, the surface-level Fullerton Municipal Airport runway protection zone, and the height restrictions established by Federal Aviation Administration regulations Part 77. By designing the project section to run below grade near Fullerton Municipal Airport, potential conflicts with surface-level height restrictions identified in the plan (Orange County Airport Land Use Commission 2019) would be minimized; however, the project would still require Federal Aviation Administration review and approval. The project section is incompatible with the *Airport Environs Land Use Plan for Fullerton Municipal Airport*, because it would place new development within the runway protection zone. The inconsistency is related to the conversion of land within the runway protection zone to a rail transportation use. Project section construction within the runway protection zone would be subject to review during Federal Aviation Administration review of the project section.
- **City of Vernon General Plan Land Use Element, Goal LU-3 and Policy LU-3.4:** In Vernon, there is a surplus of suitable industrial replacement sites, but a deficit of 16 for the commercial displacements.

- **City of Anaheim General Plan Level of Service Analysis Goal 2.2, Policy 11:** The project would be inconsistent with this policy because it would maintain eight at-grade crossings between surface streets and railroads in Anaheim, potentially increasing emergency response times and the time it would take to cross the railroad corridor.
- **City of Commerce General Plan Community Development Element, Policies 6.1, 7.1, and 7.2:** The project would displace 115 businesses in Commerce. There is a surplus of suitable industrial replacement sites, but a deficit of 43 for the commercial displacements.

The project section would require converting planned land uses (specifically industrial and commercial) to transportation use in cities along the project alignment. Refer to Section 3.13.6, Project Impacts, for analysis.

Despite the inconsistencies, the project is consistent with most regional and local policies and plans. Although it may not be possible to meet all local land use standards as outlined in Table 3.13-1, IAMFs and mitigation measures will generally minimize impacts and will ultimately meet the overall objectives of the local policies.

3.13.4 Methods for Evaluating Impacts

The evaluation of impacts on station planning, land use and development is a requirement of NEPA and CEQA. The following sections define and summarize the RSAs and the methods used to analyze impacts on station planning, land use, and development resources. As summarized in Section 3.13.1, Introduction, several other sections provide additional information related to station planning, land use, and development resources.

3.13.4.1 Definition of Resource Study Areas

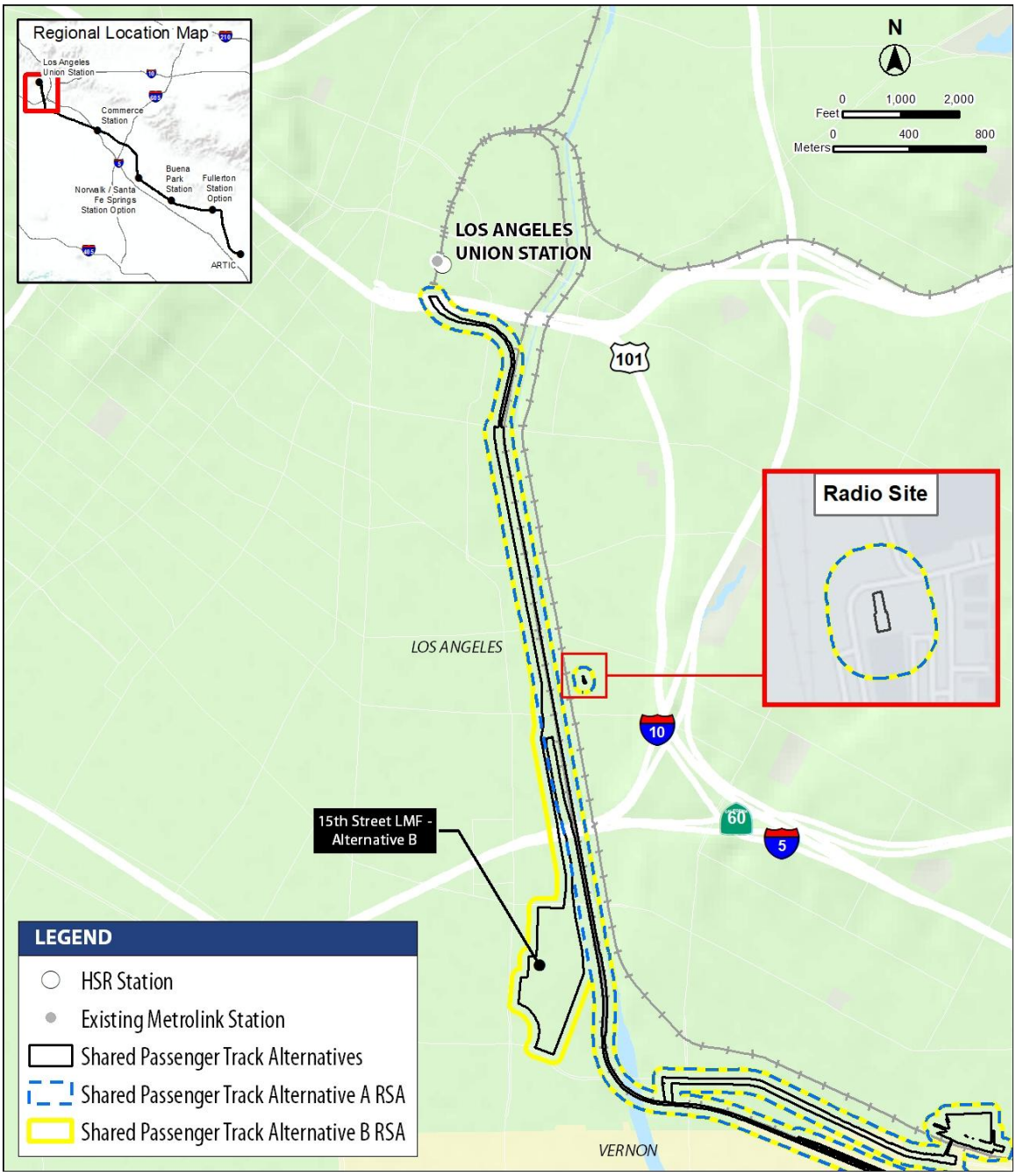
As defined in Section 3.1.5.4, Methods for Evaluating Impacts, RSAs are the geographic boundaries in which the Authority conducted environmental investigations specific to each resource topic. The RSA for direct impacts on station planning, land use, and development includes the project footprint, a 150-foot buffer from the project footprint, and a 0.5-mile buffer from each station footprint. The RSA for indirect impacts on station planning, land use, and development includes the project and station footprints, plus land within 0.5 mile.

Table 3.13-2 provides a general definition and boundary description for each RSA for direct impacts in the project section as depicted on Figure 3.13-1, sheets 1 through 7.

Table 3.13-2 Definition of Station Planning, Land Use, and Development Resource Study Areas

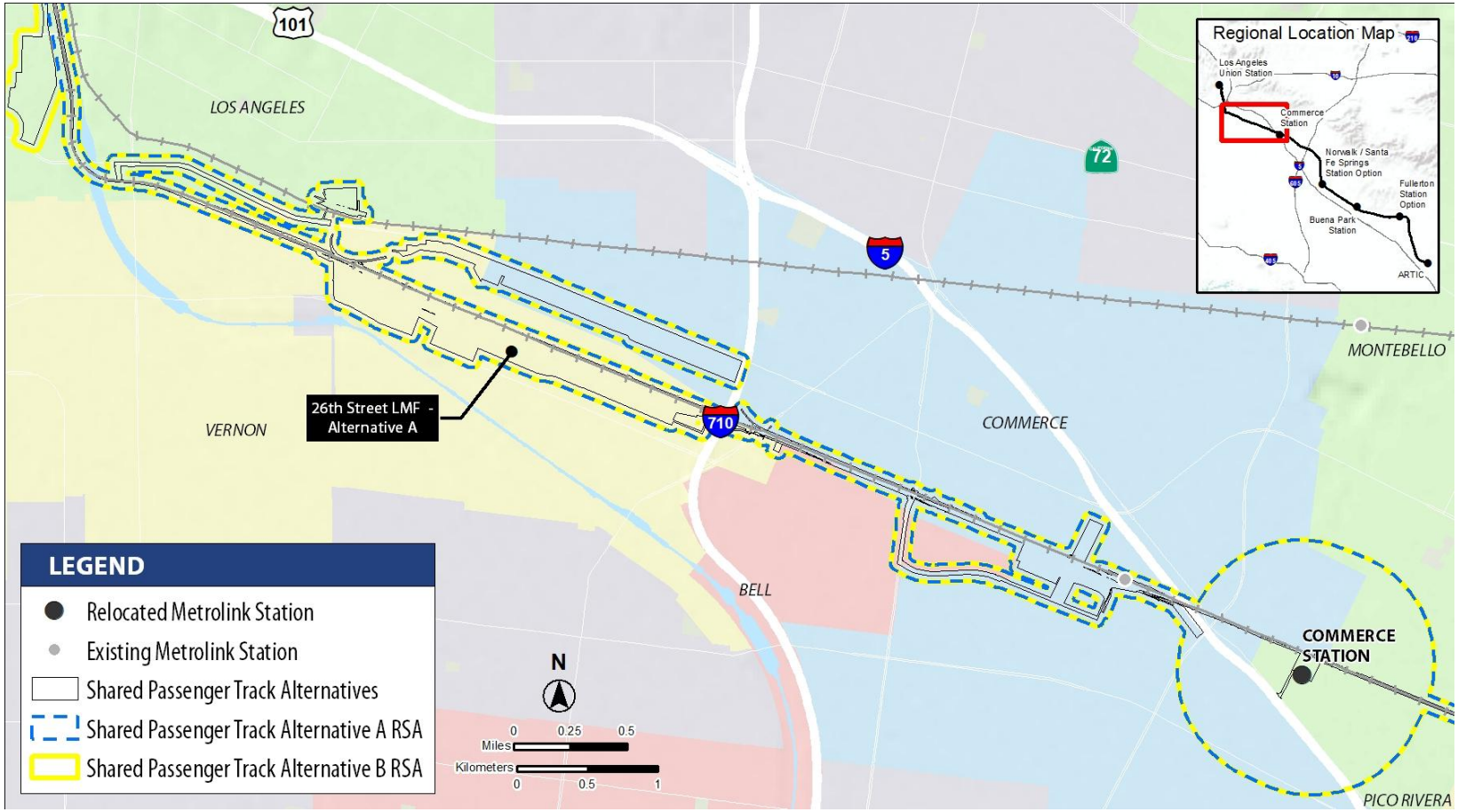
General Definition	Resource Study Area Boundary
Track Alignment: Construction and Operations	
Direct impacts	HSR project infrastructure plus 150 feet beyond the project footprint
Indirect impacts	Area within 0.5 mile of the project footprint
Stations: Construction and Operations	
Direct impacts	Area within 0.5 mile of each station footprint
Indirect impacts	Area within 0.5 mile of each station footprint

HSR = high-speed rail



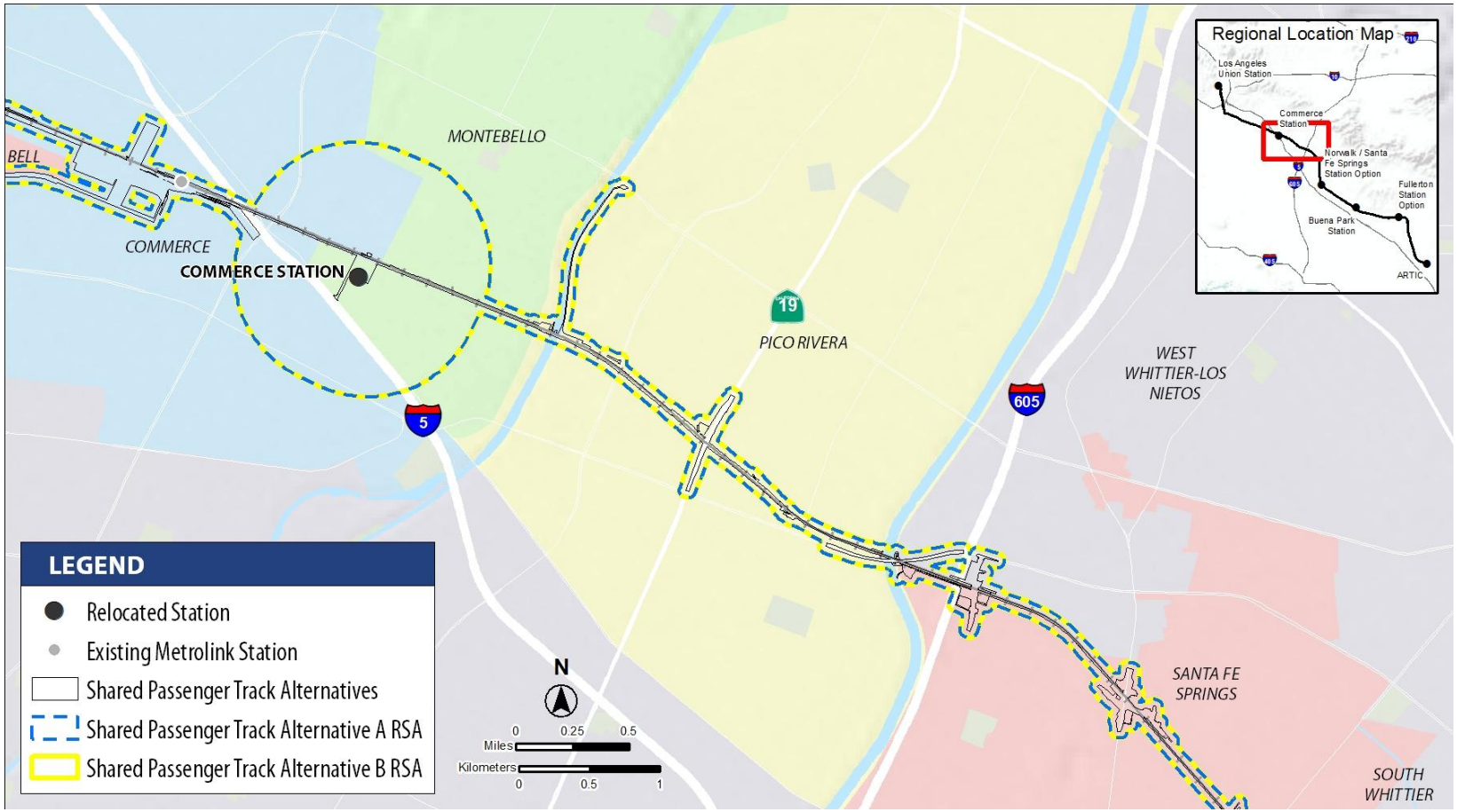
Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 1 of 7



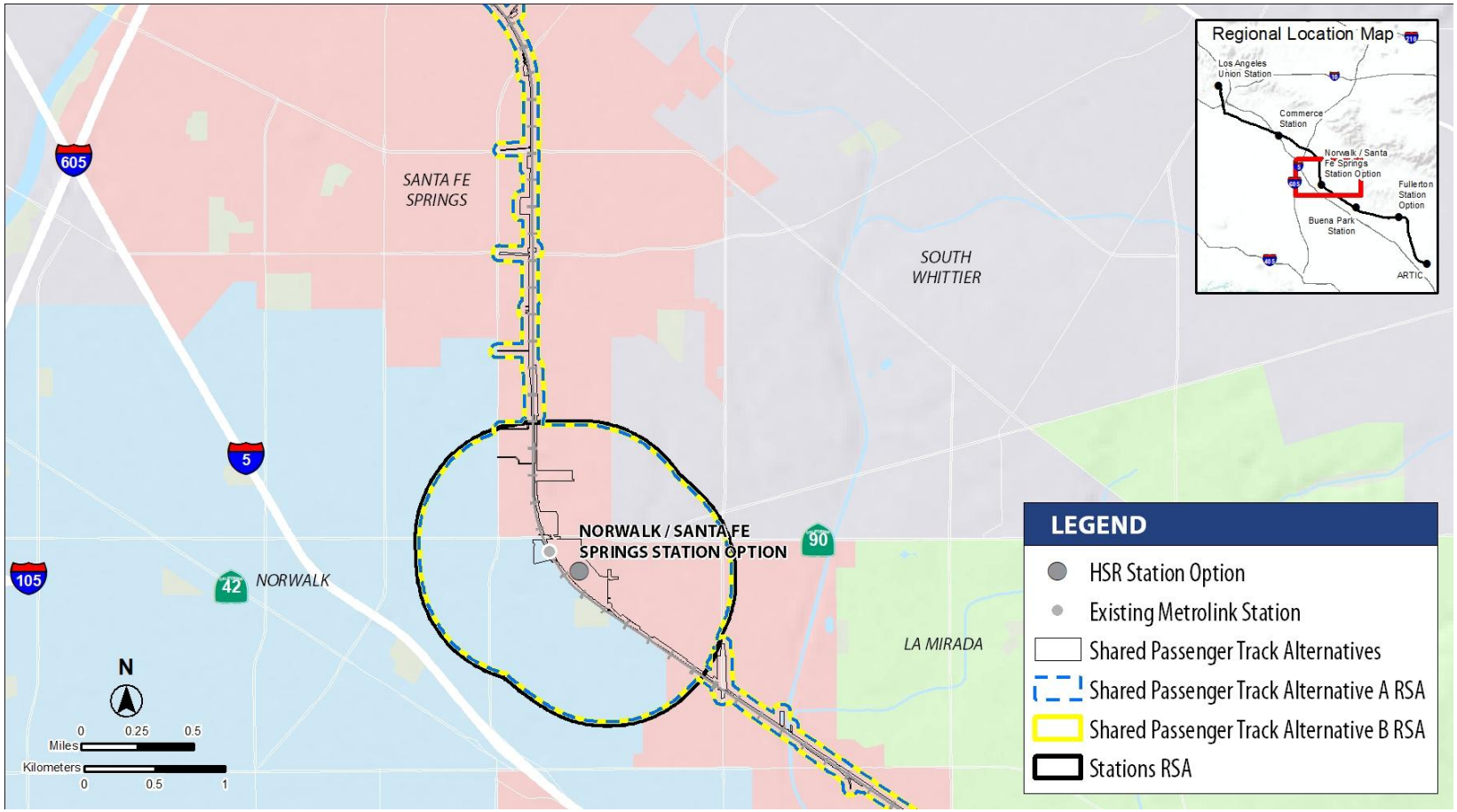
Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 2 of 7



Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 3 of 7

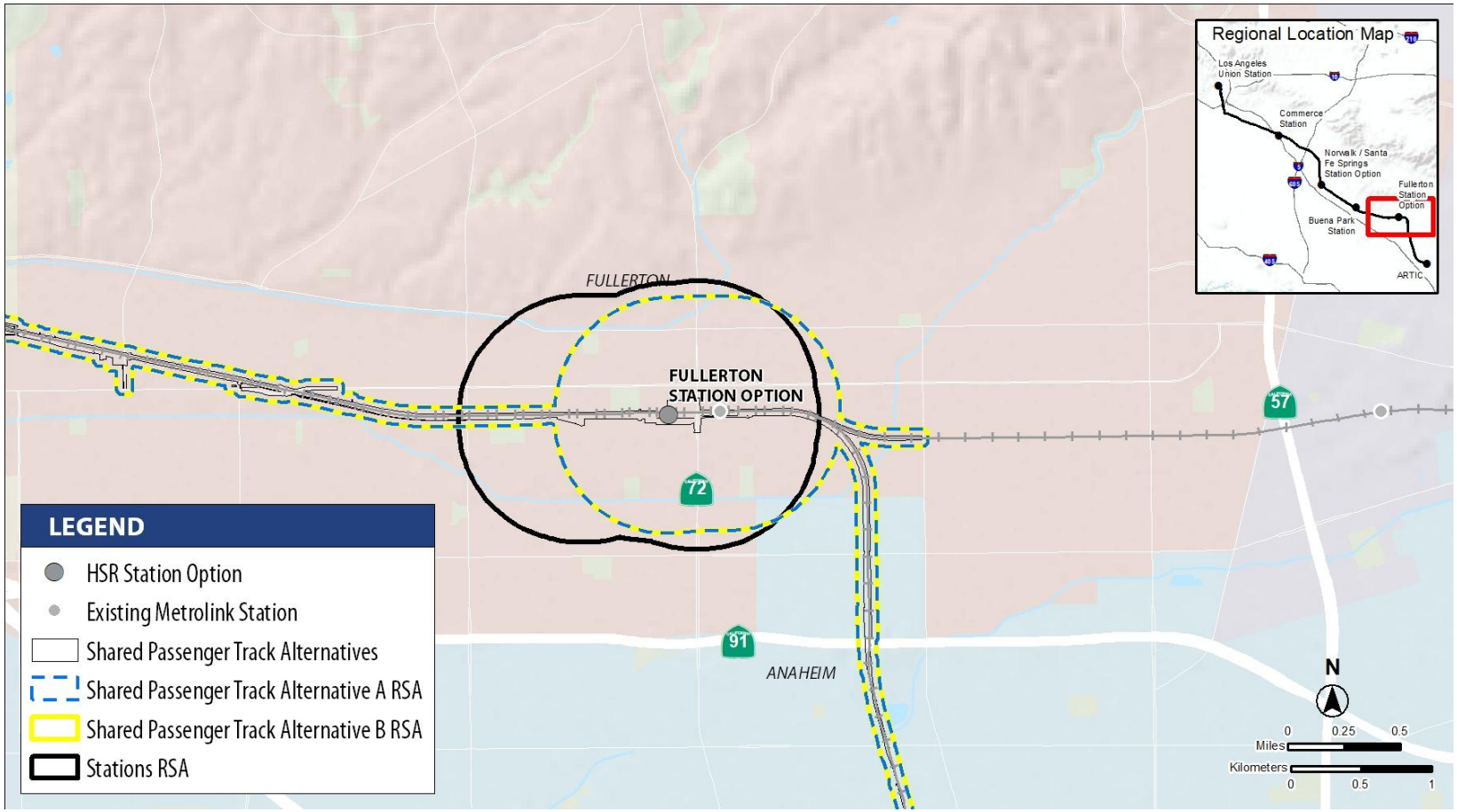


Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 4 of 7

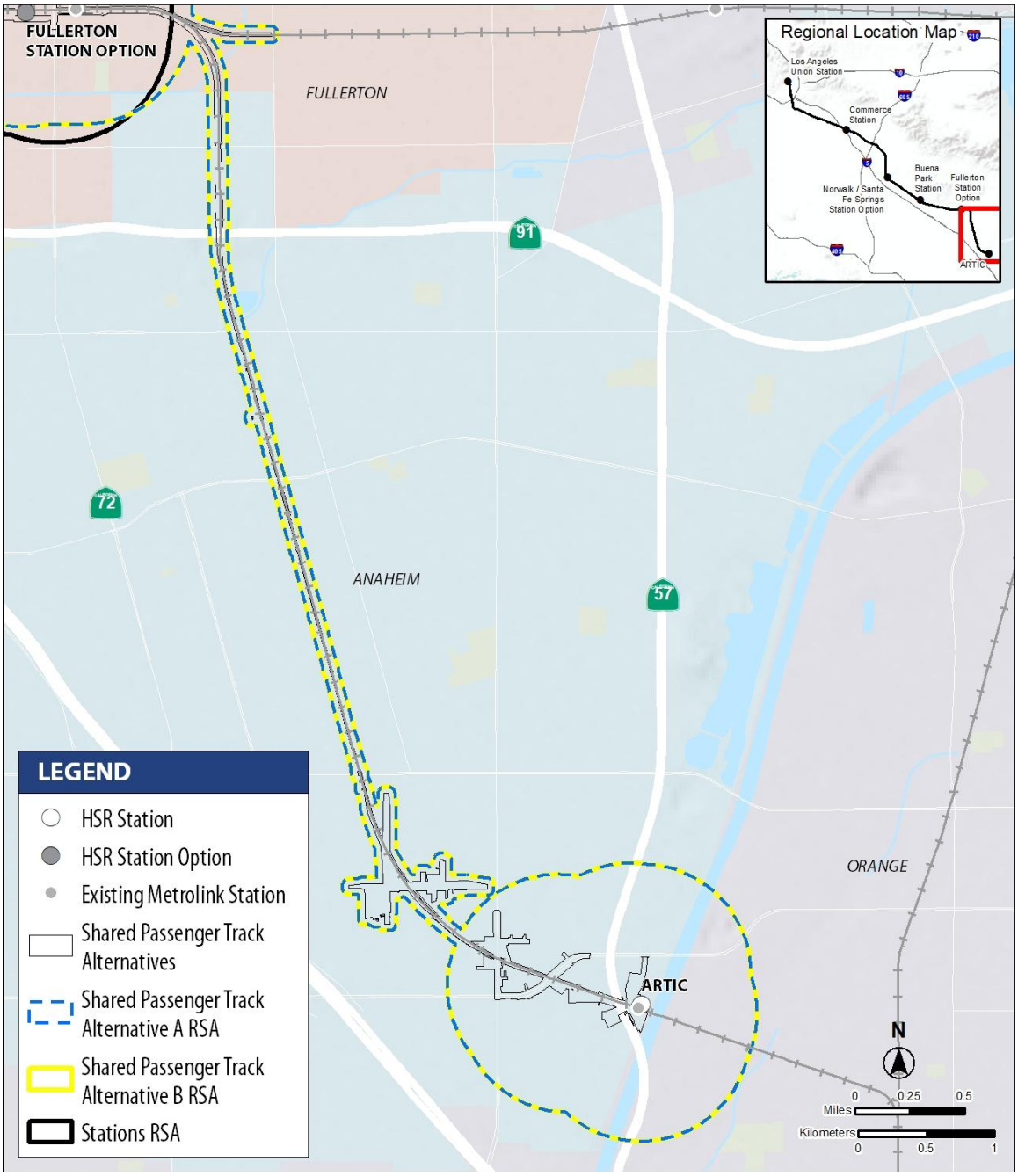
Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 5 of 7



Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 6 of 7



Source: ESRI 2024

Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 7 of 7

3.13.4.2 Impact Avoidance and Minimization Features

The Shared Passenger Track Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs and are considered part of the project. The Authority will incorporate IAMFs during project design and construction; therefore, the analysis of impacts of the Shared Passenger Track Alternatives in this section factors in all applicable IAMFs. Appendix 2-A provides a detailed description of the IAMFs that are included in

the project design. The IAMFs differ from mitigation measures in that they are part of the project regardless of whether an impact is identified in this document. In contrast, mitigation measures may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA. IAMFs applicable to station planning, land use, and development include:

- **LU-IAMF#1, HSR Station Area Development: General Principles and Guidelines**, increases benefits and reduces land use impacts by implementing the Authority's station area development principles and guidelines; it will concentrate activity conveniently to stations, increase the use of the HSR system, generating additional HSR ridership and revenue to benefit the entire state, and accommodate new growth on a smaller project footprint.
- **LU-IAMF#2, Station Area Planning and Local Agency Coordination**, increases benefits and reduces land use impacts by coordinating with local agencies to prepare the station area for HSR operations to plan for and encourage multimodal hubs, promote value capture at and around stations, and advance TOD strategies to support station areas that are mixed-use, pedestrian accessible, and have HSR-supportive development.
- **LU-IAMF#3, Restoration of Land Used Temporarily During Construction**, reduces impacts on land use and communities by requiring land used temporarily during construction be returned to a condition equal to the preconstruction staging condition, with implementation of a restoration plan to ensure that temporary construction areas are returned to preconstruction conditions.

Other resource IAMFs applicable to impacts on station planning, land use, and development resources include:

- **AQ-IAMF#1**: Fugitive Dust Emissions
- **NV-IAMF#1**: Noise and Vibration
- **SOCIO-IAMF#1**: Construction Management Plan
- **TR-IAMF#2**: Construction Transportation Plan

Impact narratives in Section 3.13.6 indicate which of these IAMFs are applicable and describe how they would avoid or minimize potential impacts.

3.13.4.3 Methods for Impact Analysis

This section describes the sources and methods the Authority used to analyze impacts on station planning, land use, and development. These methods apply to both NEPA and CEQA analyses unless otherwise indicated. Refer to Section 3.1.5.4 for a description of the general framework for evaluating impacts under NEPA and CEQA. Impacts were also considered with regard to pertinent laws, regulations, and orders governing station planning, land use, and development (refer to Section 3.13.2, Laws, Regulations, and Orders). For project construction and operational actions that would result in impacts, feasible mitigation measures are identified to avoid or minimize impacts or to compensate for impacts.

Existing Land Uses

For the purposes of this analysis, existing land uses in the RSAs were determined by reviewing background documents, including zoning maps, and corroborating with aerial imagery and geographic information system data. The Authority developed dominant land use categories from the geographic information system data to standardize land use classifications across different jurisdictions. Planned land uses were derived from land use designations in the cities' general plans and specific plans.

The Authority used geographic information system tools and aerial photographs to identify the existing land uses and sensitive land uses (e.g., residential areas, schools, daycare facilities, medical facilities, elder care establishments) in the RSAs. The project would predominantly be within an existing railroad right-of-way, where there are no plans to remove the track and develop the area with other land uses. Therefore, because the project would not affect the existing uses of this track, the focus on the mapping was for areas outside of the existing railroad track and rights-

of way (of Los Angeles County Metropolitan Transportation Authority, BNSF, or Orange County Transportation Authority).

Once the existing and sensitive land uses were mapped, the Authority identified where and for how long (e.g., temporarily or permanently) nearby land uses would be directly or indirectly affected. The Authority conducted this analysis by quantifying the conversion of existing nontransportation land uses to a transportation-related use that would result from building the project, as well as property acquisitions required to build the project. These quantifications did not include the area where the project would occur within the existing railroad right-of-way because the project would not affect the existing or planned land uses of this right-of-way. In addition, the analysis describes the potential impacts associated with introducing HSR to existing land uses.

The analysis considers whether modifications to existing stations in Norwalk, Santa Fe Springs, Buena Park, Commerce, Fullerton, and Anaheim would change the development trend or character of the station, parking supply, and demand; or increase density or development in the station areas.

Planned Land Uses

The Authority collected data from local municipalities, such as regional and local land use plans, transportation plans, subarea plans, and other relevant planning documents to establish the planned development along the direct RSA. Volume 2, Appendix 3.13-A, provides zoning and existing land use maps illustrating the land use patterns along the rail alignment and around HSR station sites. The Authority has coordinated with local governments to gather public input to identify key land use issues related to the design and alignment of the HSR system.

For a discussion of public and agency concerns related to land use impacts, refer to Chapter 9, Public and Agency Involvement. The Authority developed conceptual station and yard site plans in collaboration with the cities along with public input to identify key HSR station design, placement, access, and circulation issues. Chapter 2, Alternatives, presents the culmination of this collaboration.

Consideration of Impacts

Using land use data, the analysis considered the project's (1) compatibility with various land use designations, and (2) potential to influence existing land use patterns. Impacts identified through this analysis may be described as adverse or beneficial.

Compatibility of the Shared Passenger Track Alternatives with regional and local land use plans, goals, and policies is discussed in Section 3.13.3, Consistency with Plans and Laws. As previously noted, incompatibility with such goals and policies does not represent a significant environmental impact according to CEQA; however, compatibility conclusions are provided for informational purposes in Appendix 3.1-A.

Direct impacts for the Shared Passenger Track Alternatives would occur if land uses change because of project construction or operation. Direct short-term land use impacts could result from construction laydown areas used to store equipment and materials, as well as from temporary road closures. Direct long-term impacts could occur from the permanent conversion of lands to transportation-related uses or permanent road closures.

Indirect impacts could occur where land uses adjacent to the project section would change because of the project, particularly during operation. Indirect short-term construction impacts related to noise, dust, air quality, transportation, and aesthetics could result in temporary incompatibilities during construction. Indirect long-term impacts could include permanent changes in land use development patterns and densities near project facilities resulting from project operation.

The consideration of the type of land use is important in considering indirect impacts, because sensitive land uses can often lead to scenarios where there are conflicts with adjacent uses. For example, industrial uses would be less sensitive to adjacent train operations than a hospital or

other noise-sensitive uses. Land uses can also change because of changes in access. For example, decreased access to an area may deter or limit certain types of development.

3.13.4.4 Method for Evaluating Impacts Under NEPA

NEPA implementing procedures, regulations, and guidance provide the basis for evaluating project effects (as described in Section 3.1.1). The criteria of context and intensity are considered together when determining the severity of changes introduced by the project.

- **Context:** For this analysis, the *context* includes adopted local plans, policies, and regulations; existing and planned land use types, patterns, and densities within the RSA for direct and indirect impacts; and the relative sensitivity of surrounding land uses to construction or operational land use changes.
- **Intensity:** For this analysis, *intensity* is determined by assessing the degree to which the project would result in changes to land uses in the RSA, including direct and indirect changes to the type, pattern, or density of land uses; incompatibility with regional and local land use plans, including the disruption of existing or planned development; and the duration of the effect.

3.13.4.5 Method for Determining Significance Under CEQA

CEQA requires an EIR to identify the significant environmental impacts of a project (State CEQA Guidelines Section 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a threshold-based impact analysis. Significant impacts are determined by evaluating whether project impacts would exceed the significance thresholds established for the resource (as presented in Section 3.1.5.4). For this analysis, the project would result in a significant impact on station planning, land use, and development if it would:

- Cause a substantial change in land use patterns by introducing incompatible land uses
- Induce substantial population growth in an area beyond planned levels, either directly or indirectly

Physical division of an established community is discussed in Section 3.12, Socioeconomics and Communities. As described in Section 3.13.3, because the HSR project is an undertaking of state and federal agencies, conflicts with applicable regional and local plans and policies are not environmental impacts for determining significance under CEQA.

3.13.5 Affected Environment

This section describes the affected environment for station planning, land use, and development in the RSAs. This information provides the context for the environmental analysis and evaluation of impacts.

3.13.5.1 Existing Land Uses

The project section would travel in an existing rail corridor, but the direct RSA includes a variety of landscapes, including urban, suburban, industrial, and residential areas. Overall, approximately 47 percent of the direct RSA is currently designated for industrial and mixed commercial land uses, followed by commercial, services, and offices (12 percent), single-family residential land uses (5 percent), and transportation—railroad (12 percent). Facilities (public facilities, government offices, police and sheriff stations, fire stations, major medical healthcare facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities) make up about 5 percent (Table 3.13-3). The tables in Appendix 3.13-B present percentages of the different land uses along the corridor.

Table 3.13-3 Total Acres of Existing Land in the Direct Resource Study Area

Land Use	Alternative or Station Option (Acres)[1]			
	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	HSR Station Option: Norwalk/Santa Fe Springs	HSR Station Option: Fullerton
Commercial, services, and offices	615	615	92	116
Facilities[2]	304	304	100	99
Industrial and mixed commercial	1,959	2,015	284	49
Mixed residential	1	1	0	0
Multifamily residential	403	404	75	104
Open space and recreation	238	238	70	28
Single-family residential	602	602	143	268
Transportation, communications, and utilities	230	238	1	15
Transportation: railroad	467	471	17	23
Transportation: roads	997	1,008	109	247
Total	**5,817**	**5,895**	**890**	**948**

Sources: SCAG 2023; Los Angeles County Assessor 2022; ESRI 2024
[1] Values are rounded to the nearest acre; therefore, the grand totals are rounded as well.
[2] Facilities land use designation includes: public facilities, government offices, police and sheriff stations, fire stations, major medical healthcare facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
HSR = high-speed rail

Below are descriptions of the character of existing land uses within the direct RSA organized by jurisdiction, from Los Angeles to Orange.

City of Los Angeles

Existing land use in the city of Los Angeles in the project section is depicted on Figure 3.13-A1, sheets 1, 2, and 3, of Appendix 3.13-A. Table 3.13-B2 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA. The project footprint in the city of Los Angeles is an urban, highly developed area. Land uses are dominated by the industrial characteristics of Los Angeles Union Station and associated rail yards. As the alignment begins south of U.S. Highway 101, it runs southward to follow the Los Angeles River and existing rail corridor. Between U.S. Highway 101 and First Street, land uses consist of industrial and mixed commercial; transportation—railroad; transportation facilities, communications, and utilities; commercial, services, and offices; and facility uses. Land uses in the direct RSA from the Los Angeles River south of First Street to the Eighth Street rail maintenance facility operated by Amtrak are primarily transportation—railroad, transportation infrastructure and supporting facilities, communications, and utilities uses. There are also multifamily residential neighborhoods on the eastern side of the Los Angeles River immediately south of U.S. Highway 101. There are two residential buildings, one identified as mixed-use residential and the other as multifamily residential, abutting the existing corridor immediately south of E Seventh Street between E Seventh Street and E Seventh Place. Passing the existing Metrolink rail yard, the alignment proceeds south through industrial and commercial uses as it continues toward Washington Street.

The 15th Street light maintenance facility (LMF) site (Shared Passenger Track Alternative B) along the western bank of the Los Angeles River includes multiple parcels south of E Olympic Boulevard, east of S Santa Fe Avenue, north and east of 15th Street, north of E Washington

Boulevard, and west of existing railroad right-of-way and Redondo Junction Yard, including the Southern California Gas Company Complex. Land uses in this area are a mix of industrial and commercial.

City of Vernon

Existing land use in Vernon is depicted on Figure 3.13-A1, sheets 3 and 4, of Appendix 3.13-A. Table 3.13-B3 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Vernon. Shared Passenger Track Alternative A also includes the 26th Street LMF in Vernon.

Vernon has developed as a regional industrial center with limited housing. Existing land uses in the direct RSA are predominantly industrial and mixed commercial, and transportation—railroad. Other existing land uses include transportation, communications, and utilities; facilities; multifamily residential; and commercial, services, and offices in the east.

City of Bell

Existing land use in Bell is depicted on Figure 3.13-A1, sheet 4, of Appendix 3.13-A. Table 3.13-B4 of Appendix 3.13-B details the total acres of existing land uses in Bell within the direct RSA. The project section crosses the northern portion of Bell beginning just east of Interstate (I-) 710 and Atlantic Boulevard at the city's northwestern boundary with Vernon and ending east of Eastern Avenue. This includes BNSF railway storage and intermodal facilities. Existing land uses in this portion of the direct RSA are transportation—railroad; commercial, services, and offices; and transportation, communications, and utilities.

City of Commerce

Existing land use in Commerce is depicted on Figure 3.13-A1, sheets 4 and 5, of Appendix 3.13-A. Table 3.13-B5 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Commerce. The project section crosses the center of the city, including Hobart Yard, and follows the existing LOSSAN Corridor to the Commerce Metrolink Station. From there, the project section continues along the existing LOSSAN Corridor until the city's eastern border on Sycamore Street just east of Supply Avenue. Existing land uses in this portion of the direct RSA are predominantly industrial and mixed commercial; transportation—railroad; and transportation, communications, and utilities associated with the existing LOSSAN Corridor. There are single-family residential neighborhoods northeast of the rail corridor on both sides of I-710.

Uses surrounding the existing Commerce Metrolink Station are predominantly industrial and mixed commercial, as well as transportation, communications, and utilities on the northern side of the LOSSAN Corridor. Additionally, facilities are scattered along Telegraph Road on the northern side of the direct RSA for the existing Commerce Metrolink Station. Land uses in the direct RSA for the proposed Commerce Metrolink Station relocation on the northern side of the existing railroad are predominantly industrial and mixed commercial, with a mix of transportation, communications, and utilities; and transportation—railroad uses. Land use on the southern side of the existing railroad is primarily composed of industrial and mixed commercial, with some commercial, services, and offices; open space and recreation; mixed residential; and transportation, communications, and utilities land uses.

City of Montebello

Existing land use in Montebello is depicted on Figure 3.13-A1, sheet 5, of Appendix 3.13-A. Table 3.13-B6 of Appendix 3.13-B details the total area of existing land uses within the direct RSA in Montebello. The eastern portion of the direct RSA for the proposed Commerce Metrolink Station relocation overlaps with Montebello, as depicted on Figure 3.13-A1, sheet 5, of Appendix 3.13-A. At the city's western border with Commerce, existing land uses are industrial; commercial, services, and offices; and transportation—railroad until Greenwood Avenue. From Greenwood Avenue to the Rio Hondo, the direct RSA passes through an area with single-family residential on the northern side of the LOSSAN Corridor and transportation, communications, and utilities and industrial and mixed commercial on the southern side. The Rio Hondo is characterized as an open space and recreation use.

The existing uses for Montebello in the proposed Commerce Metrolink Station relocation direct RSA are primarily industrial and mixed commercial, bounded to the south by I-5 and to the east by Peerless Way. Other land uses scattered throughout the direct RSA north of the LOSSAN Corridor include primarily commercial, services, and offices and residential.

City of Pico Rivera

Existing land use in Pico Rivera is depicted on Figure 3.13-A1, sheets 5 and 6, of Appendix 3.13-A. Table 3.13-B7 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Pico Rivera. At the city's western border with Montebello, existing land uses are characterized as open space and recreation, transportation—railroad, and industrial and mixed commercial use. Between Paramount Boulevard and Rosemead Boulevard, the direct RSA is composed of transportation, communications, and utilities; single-family residential; and transportation—railroad. At the crossing of the LOSSAN Corridor and Rosemead Boulevard, land uses north of the LOSSAN Corridor include transportation, communications, and utilities; single-family residential, and industrial and mixed commercial uses. Land uses south of LOSSAN Corridor include single-family residential; multifamily residential; commercial, services, and offices; and industrial and mixed commercial uses. Between Rosemead Boulevard and Passons Boulevard, land uses are composed of largely industrial and mixed commercial, some commercial, services, and offices on the southern side of the alignment, and transportation—railroad and transportation, communications, and utilities on the northern side. Between Passons Boulevard and the San Gabriel River, existing uses are composed of commercial, services, and offices; industrial and mixed commercial; and single-family residential. The San Gabriel River is characterized as transportation, communications, and utilities.

Community of West Whittier–Los Nietos (Unincorporated Los Angeles County)

Existing land use in the community of West Whittier–Los Nietos is depicted on Figure 3.13-A1, sheet 6, of Appendix 3.13-A. Table 3.13-B8 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in the community of West Whittier–Los Nietos. The alignment shares the LOSSAN Corridor with the northern border of Santa Fe Springs. At the community's southwestern border with Pico Rivera to I-605, the direct RSA is composed of a mix of transportation, communications, and utilities; and single-family residential. Land is designated as facilities and commercial, services, open space and recreation, and offices at the northern terminus of the direct RSA with Pioneer Boulevard. From I-605 to Norwalk Boulevard, the direct RSA is composed mainly of single-family residential and multifamily residential.

City of Santa Fe Springs

Existing land use in Santa Fe Springs is depicted on Figure 3.13-A1, sheets 6, 7, 8, and 9, of Appendix 3.13-A. Table 3.13-B9 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Santa Fe Springs with and without the Norwalk/Santa Fe Springs HSR Station Option. The northeastern portion of the direct RSA for Norwalk/Santa Fe Springs Station overlaps with Santa Fe Springs, as depicted on Figure 3.13-A1, sheet 8, of Appendix 3.13-A. The alignment crosses approximately 5.5 miles through the center of Santa Fe Springs. At the city's northwestern border with Pico Rivera and the community of West Whittier–Los Nietos, the direct RSA is composed of a mix of transportation, communications, and utilities; transportation—railroad; industrial and mixed use; commercial, services, and offices; single-family residential; and facilities. From Norwalk Boulevard to Telegraph Road, land is designated as transportation, communication and utilities; transportation—railroad; industrial and mixed use; facilities; commercial, services, and offices; and open space and recreation. From Telegraph Road to Imperial Highway, land is designated as transportation—railroad; industrial and mixed commercial; transportation, communications and utilities; facilities; and commercial, services, and offices. From Imperial Highway to the border of La Mirada, the land is designated as transportation—railroad; single-family residential; industrial and mixed commercial; facilities; and commercial, services, and offices.

The existing uses for Norwalk/Santa Fe Springs Station within the direct RSA are varied. North of Imperial Highway and west of Shoemaker Avenue is composed of industrial and mixed

commercial; facilities; and commercial, services, and offices. South of Imperial Highway is industrial and mixed commercial land with some facilities, and transportation, communications, and utility uses.

Community of South Whittier (Unincorporated Los Angeles County)

The community of South Whittier has no existing land uses along the alignment of the project section. However, the community of South Whittier does overlap with the direct RSA for the Norwalk/Santa Fe Springs Metrolink Station (which is the same as the direct RSA for the Norwalk/Santa Fe Springs HSR Station Option). Existing land use in the community of South Whittier is depicted on Figure 3.13-A1, sheets 7 and 8, of Appendix 3.13-A. The existing uses for the community of South Whittier within the Norwalk/Santa Fe Springs Station direct RSA are varied. Just north of Imperial Highway is composed of industrial and mixed commercial; commercial, services, and offices; and facilities. North of these land uses is a mix of single-family residential, mixed residential, and multifamily residential uses. The direct RSA is composed primarily of mixed use and residential adjacent to the station, with some industrial and open space and recreation land to the north and southeast.

City of Norwalk

Existing land use in Norwalk is depicted on Figure 3.13-A1, sheets 7 and 8, of Appendix 3.13-A. Table 3.13-B10 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Norwalk with and without the Norwalk/Santa Fe Springs HSR Station Option. Existing land use at the site on which the Norwalk/Santa Fe Springs Metrolink Station would be relocated is depicted on Figure 3.13-A1, sheet 8, of Appendix 3.13-A. Existing land uses in the modification site in Norwalk are provided in Table 3.13-B10 of Appendix 3.13-B.

In this portion of the project section, the southern side of the direct RSA occurs in Norwalk and is composed of industrial and mixed commercial, transportation—railroad, open space and recreation, multifamily residential, and single-family residential uses.

To the west and southwest of the intersection of the LOSSAN Corridor with Imperial Highway, the indirect RSA for Norwalk/Santa Fe Springs Station is in Norwalk. North of Imperial Highway, existing uses include commercial, services, and offices; single-family residential; multifamily residential; and open space and recreation. South of Imperial Highway and west of the LOSSAN Corridor, existing uses comprise a mix of multifamily residential; single-family residential, commercial, services, and offices; open space and recreation; facilities; and transportation—railroad uses.

City of La Mirada

Existing land use in La Mirada is depicted on Figure 3.13-A1, sheets 8 and 9, of Appendix 3.13-A. Table 3.13-B11 of Appendix 3.13-B details the total acres of existing land uses within the direct and indirect RSAs associated with the track alignment in La Mirada. Existing uses on the southern side of the alignment are primarily industrial and mixed commercial and transportation—railroad, with some transportation, communications, and utilities uses on the northern side of Alondra Boulevard. Existing uses on the northern side of the alignment are largely single-family residential, with commercial, services, and offices uses occurring at the intersection of Stage Road and Alondra Boulevard.

City of Buena Park

Existing land uses in Buena Park are depicted on Figure 3.13-A1, sheets 8 and 9, of Appendix 3.13-A. Table 3.13-B12 of Appendix 3.13-B details the total acres of existing land uses in the direct RSA in Buena Park. Existing land uses within the indirect RSA around the existing Buena Park Metrolink Station are depicted on Figure 3.13-A1, sheet 9, of Appendix 3.13-A. Table 3.13-B12 of Appendix 3.13-B details the total acres of existing land uses within the indirect RSA for the existing Buena Park Metrolink Station. From the city's western border with La Mirada to Beach Boulevard, land uses within the indirect RSA are characterized by transportation—railroad, industrial and mixed commercial, single-family residential, and multifamily residential. The

southern portion of the direct RSA includes mainly industrial and mixed commercial, with some commercial services and offices along Beach Boulevard.

City of Fullerton

Existing land use in Fullerton for both Shared Passenger Track Alternatives is depicted on Figure 3.13-A1, sheets 10, 11, and 12, of Appendix 3.13-A. Table 3.13-B13 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Fullerton with and without the Fullerton HSR Station Option. Existing land uses within the 0.5-mile indirect RSA for the Fullerton HSR Station Option are depicted on Figure 3.13-A1, sheet 11, an area encompassing the larger project area with the optional HSR platform and station facilities included. Table 3.13-B13 of Appendix 3.13-B details the total acres of existing land uses within the indirect RSA for the existing Fullerton Metrolink/Amtrak Station (also called the Fullerton Transportation Center) and the Fullerton HSR Station Option. Land uses along the track alignment are primarily industrial and mixed commercial and transportation—railroad, with some scattered facilities, single-family residential, and commercial, services, offices, and open-space recreation. Five recreational resources are within the project footprint in Fullerton: Fullerton Pooch Park, Independence Park, Amerige Park, the Janet Evans Swim Complex, and Citrus Park.

Existing uses for Fullerton Metrolink/Amtrak Station are similar to those described above for Fullerton. North of Fullerton Metrolink/Amtrak Station, existing uses are predominantly commercial, offices, services; single-family residential; multifamily residential; and industrial and mixed commercial. Existing uses to the east are characterized by facilities; multifamily residential; single-family residential; and industrial and mixed commercial. South of Fullerton Metrolink/Amtrak Station, industrial and mixed commercial; transportation, communications, and utilities; and multifamily residential uses immediately abut Fullerton Metrolink/Amtrak Station. Farther south, the area is mainly single-family residential and multifamily residential uses with a mix of some commercial, services, and offices and facilities.

City of Anaheim

Existing land uses in Anaheim are depicted on Figure 3.13-A1, sheets 11, 12, 13, and 14, of Appendix 3.13-A. The acreages are detailed in Table 3.13-B14 of Appendix 3.13-B. The existing uses for Anaheim within the direct RSA for the Fullerton HSR Station Option are solely industrial and mixed commercial, as depicted on Figure 3.13-A1, sheet 11, in Appendix 3.13-A. Table 3.13-B14 in Appendix 3.13-B details the total acres of existing land uses in Anaheim within the direct RSA for Fullerton Metrolink/Amtrak Station and the total acres of existing land uses associated with the proposed temporary and permanent acquisitions. Existing land uses within the indirect RSA for Anaheim Regional Transportation Intermodal Center (ARTIC) are depicted on Figure 3.13-A1, sheet 14, of Appendix 3.13-A. Existing uses within the indirect RSA for ARTIC are provided in Table 3.13-B14 of Appendix 3.13-B.

Beginning at the Fullerton/Anaheim city border to State Route 91, land uses on the eastern side of the existing railway are categorized as multifamily residential, commercial, services, and offices; and other industrial and mixed commercial uses. In the same segment between the city boundary and State Route 91, the western side of the railway corridor contains some multifamily residential, with some commercial, services, and offices on Orangethorpe Avenue. Existing land uses south of State Route 91 and north of Broadway vary widely and include single-family residential; multifamily residential; transportation—railroad; commercial, services, and office; and industrial and mixed commercial. Between Broadway and Vermont Avenue, existing land uses are predominantly industrial and mixed commercial with pockets of single-family residential and multifamily residential uses. South of Vermont Avenue, existing uses begin predominantly as industrial, mixed commercial, and transportation—railroad uses, transitioning to predominantly commercial, services, and office uses east of State College Boulevard. The direct RSA also enters the *Platinum Triangle* plan area just south of Cerritos Avenue, which includes Angel Stadium of Anaheim; the Grove of Anaheim, a concert venue; and the Honda Center. Land uses in this specific plan area include office, commercial, residential, entertainment, and transportation.

The southeastern portion of the indirect RSA for Fullerton Metrolink/Amtrak Station and Fullerton HSR Station Option overlaps with Anaheim. Existing uses in the western portion of the indirect RSA in Anaheim are predominantly made up of industrial and mixed commercial uses. Existing uses in the eastern portion include the Santa Ana River, which provides recreation opportunities and bike trails via public access points.

In addition to overlapping with Anaheim, the eastern portion of the indirect RSA for ARTIC overlaps with the city of Orange. The existing land uses for the city of Orange within the indirect RSA for ARTIC are varied.

City of Orange

The HSR alignment ends at the boundary between Anaheim and the city of Orange; therefore, the project alignment does not enter the city of Orange. However, a portion of the city of Orange is within the indirect RSA for ARTIC. Land uses in the city of Orange within the indirect RSA would therefore be relevant to the project. Existing land uses in Orange are depicted on Figure 3.13-A1, sheet 14, in Appendix 3.13-A.

Land uses east of the terminus of the HSR segment include vacant land and industrial uses beyond. The eastern portion of the indirect RSA for ARTIC is in the city of Orange. At the southern boundary of the indirect RSA for ARTIC, there are commercial uses, with mixed uses at the northern boundary.

3.13.5.2 Zoning and Planned Uses

The California State Planning and Zoning Law (California Government Code, Section 65000 et seq.) requires that each county and city in the state develop and adopt a general plan. The general plan consists of a statement of development policies and includes a map or maps and text setting forth goals and policies. General plans are comprehensive long-term plans for the physical development of the individual city or county. General plan land use maps designate areas for various uses, primarily to avoid incompatibilities of land use.

Planning and zoning law requires zoning to be consistent with general plan land use designations. In some areas, existing land uses are not consistent with the general plan land use designations because of changes in zoning regulations, particularly where certain land uses existed prior to the adopted land use and zoning designations and are considered legal nonconforming uses, and where land is undeveloped but is designated for certain uses in the future. Legal nonconforming uses are allowed to continue; however, they cannot be changed or replaced by another nonconforming use and the nonconforming use cannot be expanded. If redevelopment is planned in an area with legal nonconforming uses, the new use would have to conform to the existing general plan land use designation. Volume 2, Appendix 3.13-A provides maps by jurisdiction illustrating the existing land uses and zoning along the project corridor for reference. Generalized zoning, as a proxy for planned land uses, provides the context for this discussion. Zoning is most relevant around station areas and the proposed LMF sites in the cities of Los Angeles and Vernon because these are the areas where eventual development, consistent with zoning and the general plan, would be most affected by the project alternatives. The project's infrastructure improvements along the tracks would mostly be within the existing rail right-of-way. No development is planned within the existing rail right-of-way; therefore, the project improvements within the existing rail right-of-way would not result in any impacts on planned development.

Although planned uses are considered in the analysis, the data and the conclusions are presented using zoning designations because of the large number of jurisdictions this project traverses.

The project crosses several jurisdictions, and each jurisdiction has a general plan with its own designated land uses and zoning designations. Because the planned land uses from the general plans vary between jurisdictions, the planned land uses were simplified into categories. This

allows for a consistent analysis of potential impacts on planned land uses. For the purposes of this analysis, zoning designations were simplified into the following categories:

- Single-family
- Multifamily residential
- Specific Plan/special district
- Mixed use
- Commercial
- Industrial
- Open space and recreation
- Facilities

This section describes the character of zoning within the direct and indirect RSA as well as planned projects considered near-term development projects that are within the direct and indirect RSA. A full list of planned development projects within the direct and indirect RSA are listed in Appendix 3.19-A, Cumulative Plans and Nontransportation Projects List, and Appendix 3.19-B, Cumulative Transportation Project List. This discussion is organized by jurisdiction, from Los Angeles to Orange.

City of Los Angeles

Existing zoning in the city of Los Angeles is provided in Table 3.13-C2 in Appendix 3.13-C and Figure 3.13-A2, sheets 1, 2, and 3, of Appendix 3.13-A. Within the direct RSA south of Los Angeles Union Station, between U.S. Highway 101 and Sixth Street, existing zoning allows for industrial, open space and recreation, commercial, and facilities. The Los Angeles River, abutting the direct RSA on the east, is designated for open space and recreation in the *City of Los Angeles General* Plan and the *Central City North Community Plan*.

Planned uses that could be expected to occur would be industrial, residential, and open space uses, as well as multiple transit and rail improvement projects. Furthermore, the *City of Los Angeles General Plan* directs anticipated growth to high-density, mixed-used centers, and to the neighborhoods around the city's 80 rail stations. The city's general plan supports accommodating a large percentage of growth (including residential development and affordable housing) in transit-oriented districts surrounding existing and proposed transit stations. The Sixth Street Viaduct Park, Arts, River and Connectivity Improvements Project will create 12 acres of open and recreational space in areas underneath and adjacent to the new Sixth Street viaduct, which will include public restrooms on each side of the Los Angeles River, performance and public gathering areas, flexible play areas and lawns, adult fitness equipment, dog play areas, landscaped areas, public art, sports fields and courts, children's play areas and mister pad, picnic and grilling areas, parking spaces, skate park elements, bicycle and pedestrian paths, roadway connectivity improvements, stormwater infrastructure improvements, and rain gardens. In addition, the proposed project could include the installation of reinforced-concrete planted terraces on the west and east banks of the Los Angeles River. Transportation-related projects include the California High-Speed Rail Burbank to Los Angeles Project Section, the Los Angeles Aerial Rapid Transit Project, and the Southeast Gateway Line light rail transit line project.

Uses in the area of the 15th Street LMF (Shared Passenger Track Alternative B) are expected to continue to be designated for industrial and facilities uses associated with the LMF as proposed by the project. A review of the cumulative projects list and local planning resources identified no planned development projects in or near the indirect RSA for the LMF.

City of Vernon

Existing zoning in Vernon is also depicted on Figure 3.13-A2, sheets 3 and 4, of Appendix 3.13-A. Table 3.13-C3 of Appendix 3.13-C details the total acres of existing zoning in Vernon within the direct RSA. Shared Passenger Track Alternative A also includes the 26th Street LMF in Vernon. Land is zoned predominantly for industrial and mixed uses, with some commercial in the east. There is also a Rendering Overlay Zone identified in the industrial area south of the project

footprint east of Downey Road, north of the Los Angeles River. The purpose of the Rendering Overlay Zone is to allow for the operation of rendering plants at limited and specific locations.

In terms of future development, the City of Vernon proposes to implement a set of targeted zone changes combined with general plan land use amendments to four specific areas in the general project area that would allow for additional residential and commercial uses in the form of mixed-use development.

City of Bell

Existing zoning in Bell in the project section is also depicted on Figure 3.13-A2, sheet 4, of Appendix 3.13-A. Table 3.13-C4 details the total acres of existing zoning within the direct RSA in Bell. Land in Bell within the direct RSA is entirely zoned for industrial. Planned uses that could be expected would be facilities and industrial. According to the city's general plan, very limited vacant land exists in the city and new development is expected to take the form of redevelopment of properties. A review of the cumulative projects list and local planning resources identified no near-term planned development projects within the direct and indirect RSA in Bell.

City of Commerce

Existing zoning in Commerce is depicted on Figure 3.13-A2, sheets 3, 4, and 5, of Appendix 3.13-A. Table 3.13-B5 of Appendix 3.13-B details the total acres of existing land uses within the direct RSA in Commerce. Existing zoning at the proposed Commerce Metrolink Station is depicted on Figure 3.13-A2, sheet 5, of Appendix 3.13-A. Existing zoning in Commerce for the proposed relocated Commerce Metrolink Station is provided in Table 3.13-C5 of Appendix 3.13-C. Zoning in the area of Commerce that is within the station indirect RSA is primarily industrial, with some commercial north of Telegraph Road and some single-family residential, multifamily residential, facilities, and commercial near the southeastern indirect RSA boundary.

The Commerce Retail Center project would develop a 142,511-square-foot retail center on a 13.15-acre site, and the Modelo Project would turn an existing park into a 17-acre entertainment, commercial, and living complex. Transportation projects include the Hobart/Commerce Intermodal Facility Leads Project.

City of Montebello

The existing zoning for Montebello within the proposed relocated Commerce Metrolink Station indirect RSA is also depicted on Figure 3.13-A2, sheet 5, of Appendix 3.13-A. Table 3.13-C6 of Appendix 3.13-C details the total acres of existing zoning within the direct RSA in Montebello. The eastern portion of the indirect RSA for the proposed Commerce Metrolink Station relocation overlaps with Montebello. Existing zoning is industrial on the southern side of the alignment, with a mix of industrial, single-family and multifamily residential, and commercial on the northern side of the alignment. The portion of the direct RSA bounded by Peerless Way to the west contains the other three zoning designations—single-family residential, multifamily residential, and commercial.

Planned uses that could be expected would be industrial or single-family residential. Citywide street and sidewalk improvements are ongoing projects in the city. In addition, the city is working to update the City of Montebello General Plan and adopt a new Montebello Downtown Specific Plan, as well as other related actions. A service station and two restaurant pads are proposed at 7895 Telegraph Road.

City of Pico Rivera

Existing zoning in Pico Rivera is depicted on Figure 3.13-A2, sheets 5 and 6, of Appendix 3.13-A. Table 3.13-C7 in Appendix 3.13-C details the total acres of existing zoning within the direct RSA in Pico Rivera. Both the Rio Hondo and the San Gabriel River are zoned for continued open space and recreational uses.

Planned uses that could be expected would range from industrial to open space and recreation to single-family residential. According to the city's general plan, future development will primarily consist of infill projects (i.e., development of vacant or underutilized parcels in existing developed

areas), expansion of existing uses, and improvements to existing buildings. A review of the cumulative projects list and local planning resources identified no planned development projects within the direct RSA in Pico Rivera. However, the City of Pico Rivera is developing Pico Rivera 2035: Community Revitalization Program, which is designed to stimulate equitable and sustained long-term community development and economic growth.

Community of West Whittier–Los Nietos (Unincorporated Los Angeles County)

Existing zoning in the community of West Whittier–Los Nietos is depicted on Figure 3.13-A2, sheet 6, of Appendix 3.13-A. Table 3.13-C8 of Appendix 3.13-C details the total acres of existing zoning within the direct RSA in the community of West Whittier–Los Nietos. At the community's southwestern border with Pico Rivera, parallel to the San Gabriel River, is land zoned for light agricultural use. East of Pioneer Boulevard, land is zoned for single-family residential and multifamily residential.

Planned uses that could be expected would be largely single-family residential or commercial. The county's general plan includes West Whittier–Los Nietos in its Gateway Planning Area. A goal for the Gateway Planning Area is to maintain the area as a county hub for wholesale trade, warehousing, and logistics (County of Los Angeles 2014). A review of the cumulative projects list and local planning resources identified no planned development projects within the direct RSA in the community of West Whittier–Los Nietos.

City of Santa Fe Springs

Existing zoning in Santa Fe Springs in the project section is depicted on Figure 3.13-A2, sheets 6, 7, 8, and 9, of Appendix 3.13-A. Table 3.13-C9 in Appendix 3.13-C details the total acres of existing zoning within the direct RSA in Santa Fe Springs. The northeastern portion of the direct RSA for Norwalk/Santa Fe Springs Station overlaps with Santa Fe Springs, as depicted on Figure 3.13-A2, sheet 8, of Appendix 3.13-A. East of the San Gabriel River to Pioneer Boulevard, on the southern side of the railroad land, is zoned for industrial uses, and uses on the northern side are zoned for single-family residential. At Pioneer Boulevard, existing zoning includes industrial, single-family residential, and commercial. From Pioneer Boulevard to Valley View Avenue, existing zoning within the direct RSA is composed predominantly of industrial uses, with open space and recreation uses identified at San Gabriel River and commercial designated immediately west of Valley View Avenue.

Planned uses that could be expected would be industrial or single-family residential. A goal of the city's general plan is to promote and maintain high-quality business park developments in the city while at the same time encourage the modernization, replacement, or reuse of the residential areas to maintain the predominantly single-family nature of the housing stock. Proposed projects include several new concrete tilt-up industrial buildings and a new water treatment plant.

Community of South Whittier (Unincorporated Los Angeles County)

The community of South Whittier has no existing land uses along the project section. However, the community of South Whittier does overlap with the direct RSA for the Norwalk/Santa Fe Springs Metrolink Station (which is the same direct RSA as the Norwalk/Santa Fe Springs HSR Station Option). Existing zoning in the community of South Whittier is depicted on Figure 3.13-A2, sheets 7 and 8, of Appendix 3.13-A. Table 3.13-C10 in Appendix 3.13-C details the total acres of existing zoning in South Whittier that overlap with the direct RSA for Norwalk/Santa Fe Springs Metrolink Station and the Norwalk/Santa Fe Springs HSR Station Option. North of this area is land zoned for agricultural use, but that is developed with residential properties under the County of Los Angeles zoning code. Because only a portion of the Norwalk/Santa Fe Springs Metrolink Station and the Norwalk/Santa Fe Springs HSR Station Option's direct RSA overlaps with South Whittier existing land uses, a summary of planned uses is not provided.

City of Norwalk

Existing zoning in Norwalk in the project section is depicted on Figure 3.13-A2, sheets 7 and 8, of Appendix 3.13-A. Table 3.13-C10 in Appendix 3.13-C details the total acres of existing zoning within the direct RSA in Norwalk.

Planned uses that could be expected would range widely across the direct RSA for Norwalk/Santa Fe Springs Metrolink Station. Closest to the track alignment could be industrial, mixed use, and commercial, whereas the boundaries of the direct RSA would likely be developed with some type of residential land. Norwalk Transit Village is a planned project and would provide the opportunity to rehabilitate a blighted state property on the northwestern corner of Imperial Highway and Bloomfield Avenue by transforming it with new homes, community-enhancing activation, and recreational areas.

City of La Mirada

Existing zoning in La Mirada is depicted on Figure 3.13-A2, sheets 8 and 9, of Appendix 3.13-A. Table 3.13-C11 in Appendix 3.13-C details the total acres of existing zoning within the direct RSA associated with the track alignments in La Mirada. Existing zoning designations are largely composed of industrial south of the LOSSAN Corridor, single-family residential north of the LOSSAN Corridor, and commercial uses.

Planned uses that could be expected would include industrial and single-family residential as well as commercial uses centralized along Alondra Boulevard. A goal of the general plan is to promote revitalization of industrial and commercial uses near Valley View Avenue and the UPRR. A 56-unit condominium project is under construction on Valley View Avenue.

City of Buena Park

Existing zoning in Buena Park is depicted on Figure 3.13-A2, sheets 9 and 10, of Appendix 3.13-A. Existing zoning in the indirect RSA for the existing and proposed Buena Park Metrolink Station is depicted on Figure 3.13-A2, sheet 9, of Appendix 3.13-A. Table 3.13-C12 in Appendix 3.13-C details the total acres of existing zoning within the indirect RSA for the Buena Park Metrolink Station.

The existing zoning at the proposed site includes industrial and immediately surrounding the site includes additional industrial, single-family and multifamily residential, and commercial, services, and offices. Existing zoning in the remaining area of the indirect RSA is similar to that of the existing station and includes industrial, single-family residential, multifamily residential, open space and recreation, and commercial.

Planned uses that could be expected would be industrial and single-family residential. The Buena Park 2035 General Plan identifies 10 focus areas that the city anticipates will have the highest likelihood of change through redevelopment and new development. The Central Buena Park Focus Area overlaps the indirect RSA. This focus area is about 100 acres and build-out could be as much as 21 dwelling units, 120,000 square feet of commercial uses, and 30,000 square feet of industrial/office/manufacturing uses. This area is envisioned as a complementary mix of retail, high-density residential, and office providing opportunities to shop, work, and live in the historical heart of Buena Park.

Planned uses that could be expected at the existing Buena Park Metrolink Station would include multifamily residential or industrial. The *Buena Park 2035 General Plan* identifies 10 focus areas that the city anticipates will have the highest likelihood of change through redevelopment and new development. Zoning in these focus areas regulates future land uses to accommodate development. The focus area overlapping the indirect RSA includes the North Beach Commercial Focus Area. Enhancements to the North Beach Commercial Focus Area would provide additional retail and dining opportunities. The focus area encompasses approximately 51 acres with opportunities for 50,000 square feet of commercial uses and 200,000 square feet of industrial/office/manufacturing. For the planned Buena Park Metrolink Station, planned uses that could be expected would be single-family residential or industrial to the east of Dale Street. These types of uses would be separated from each other by the rail corridor or local roadways. Future projects include sewer, water, and street work, as well as implementation of a Complete Streets Master Plan.

City of Fullerton

Table 3.13-C13 details the total acres of existing zoning within the direct RSA in Fullerton for both Shared Passenger Track Alternatives. Existing zoning in the direct and indirect RSAs for Fullerton Metrolink/Amtrak Station and the Fullerton HSR Station Option is also depicted on Figure 3.13-A2, sheets 10, 11, and 12, of Appendix 3.13-A. Table 3.13-C13 in Appendix 3.13-C details the total acres of existing zoning within the indirect RSA for Fullerton Metrolink/Amtrak Station and the Fullerton HSR Station Option, and the total acres of existing zoning associated with the proposed temporary and permanent acquisitions.

On the northern side of the LOSSAN Corridor, existing zoning is industrial, with some multifamily residential use. The existing zoning for Fullerton Metrolink/Amtrak Station is similar to that described above for Fullerton and would include the existing zoning described for the *Fullerton Transportation Center Specific Plan* and the *Fullerton Transit Village Specific Plan*. Beyond the *Fullerton Transportation Center Specific Plan* area to the north, existing zoning includes commercial, multifamily residential, single-family residential, facilities, and open space and recreation. South of Fullerton Metrolink/Amtrak Station and the *Fullerton Transit Village Specific Plan* area, existing zoning includes mainly single-family residential development with some multifamily residential, industrial, commercial, facilities, and open space and recreation.

In the downtown Fullerton area, the project alignment crosses two areas with adopted specific plans: the *Fullerton Transportation Center Specific Plan* and *Fullerton Transit Village Specific Plan*. The majority of the properties within the *Fullerton Transportation Center Specific Plan* area are planned for mixed-use and residential development. Mixed-use developments are generally required on properties north of the railroad corridor and west of Pomona Avenue. Mixed-use developments are also required along the eastern side of Pomona Avenue. Mixed-use developments pursuant to the specific plan would have commercial space on the ground floor and either residential units, retail/dining space, office space, or a hotel on upper floors. Mixed-use and multifamily residential developments are generally allowed on properties north of the railroad tracks and east of Pomona Avenue. Based on property owner and developer interests, most of this area would likely be redeveloped with multifamily residential developments; however, some retail and office space are anticipated. In addition, multifamily residential developments are allowed on properties south of the railroad tracks. These residential developments may also include live/work units.

The Fullerton Transit Village Specific Plan area is immediately south of the *Fullerton Transportation Center Specific Plan* area. Existing zoning per this plan includes a blend of residential product types in a pedestrian-friendly environment. Live/work dwelling units are proposed throughout the planning area and along Truslow Avenue and Walnut Way.

The Fullerton Plan identifies 12 focus areas that present opportunities for land use and design change. The areas within the indirect RSA include the Airport Industrial Focus Area, the Orangethorpe Corridor Nodes Focus Area, the Transportation Center Focus Area, and the Southeast Industrial Focus Area. The Airport Industrial Focus Area is envisioned as a primary industrial area characterized by large parcels and buildings for continued and expanded industrial uses and related businesses. The Orangethorpe Corridor Nodes Focus Area is envisioned as a collection of strong retail centers supporting Southwest Fullerton that would offer a variety of contemporary retail businesses and services, in settings that include community gathering spaces and attractive landscape and hardscape features. The Transportation Center Focus Area will contain compact, mixed-use development providing housing, as well as open space. The Southeast Industrial Focus Area will be characterized by preserved industrial uses and will support expanding industries, including high tech and clean technology, research and development, creative industries (these are arts-based industries, such as theaters and museums, and can also include businesses such as advertising agencies), and medical research.

Some of the planned development projects include the Parkwest Development, which would include 140 residential units, a hotel, and retail uses. Commonwealth Row would build market-rate townhomes, and the Fullerton College Master Plan includes new and remodeled buildings on

the Fullerton College campus. Fox Block would include a public parking structure and commercial development adjacent to the Fox Theater. Several other residential projects are also proposed.

City of Anaheim

Existing zoning in Anaheim is depicted on Figure 3.13-A2, sheets 11, 12, 13, and 14, of Appendix 3.13-A. Table 3.13-C14 details the total acres of existing zoning within the direct RSA in Anaheim. Table 3.13-C14 in Appendix 3.13-C details the total acres of existing zoning within the indirect RSA for Fullerton Metrolink/Amtrak Station and the total acres of existing zoning associated with the proposed temporary and permanent acquisitions. Existing zoning for the indirect RSA for ARTIC is depicted on Figure 3.13-A2, sheet 14, of Appendix 3.13-A.

Existing zoning within the direct RSA includes mostly industrial uses that begin in the north immediately south of the Fullerton/Anaheim city borders. South of State Route 91, land zoned for industrial uses extends to La Palma Avenue on the western side, and multifamily residential and facilities follow the RSA on the eastern side. South of Vermont Avenue, the direct RSA enters an area predominantly zoned for industrial until Cerritos Avenue. Between Cerritos Avenue and the southern terminus of the direct RSA, land use designations are specific plan/special district (*Platinum Triangle Master Land Use Plan*). The existing zoning for Anaheim within the indirect RSA for Fullerton Metrolink/Amtrak Station includes industrial and commercial land. The existing zoning in the ARTIC RSA includes primarily specific plan/special district, industrial, and open space and recreation.

Planned uses that could be expected near ARTIC include industrial and multifamily residential. This is reflected by the land uses identified in the Platinum Triangle Master Land Use Plan at the southern terminus of the indirect RSA. The Platinum Triangle Master Land Use Plan involves an 820-acre area surrounding Angel Stadium of Anaheim, the Grove of Anaheim, and the Honda Center. Existing zoning associated with the Platinum Triangle Master Land Use Plan within the indirect RSA includes industrial, office, and mixed use. The maximum development intensity for the planning area is 9,500 dwelling units, 5,000,000 square feet of office space, and 2,254,400 square feet of commercial uses, industrial development at a maximum floor-area ratio of 0.50, and institutional development at a maximum floor area ratio of 3.0. A key feature of the plan is to create a new lively walking street, Market Street, that allows convenient access to local services and links together neighborhoods and districts. Market Street will intersect Katella Avenue and link to Gene Autry Way via a linear public park, creating retail exposure and encouraging pedestrian access from surrounding neighborhoods. It is also envisioned that larger retail service land uses such as grocery stores, drug stores, larger restaurants, and entertainment uses will be established along the high-traffic-volume arterial roadways of Katella Avenue and Gene Autry Way for visibility, as well as providing gateways to Market Street or along Gene Autry Way as it connects to Angel Stadium of Anaheim, south of the project footprint, with connection to ARTIC through S Douglas Road.

Planned development projects include several residential developments, such as one mixed-use development with 947 residential units on S State College Boulevard and a four-story development on W Lincoln Avenue. OCVIBE (also known as OCV!BE) will create a 95-acre master planned campus around Honda Center with shopping, dining, sports, entertainment, open space, apartments, offices, and additional uses with portions of that project under construction in 2025. OCVIBE, proposed and privately financed by the owners of the Anaheim Ducks and operators of Honda Center, was approved by the Anaheim City Council in September 2022, with a second required vote and final approval in October 2022. The Stadium Towers Project on E Katella Avenue proposes construction of an 11-story, 179-foot-high structure with 332,958 square feet of office space. Above-grade parking and at-grade parking will accommodate 999 vehicles. OCVIBE also proposes improvements to and expansion of the existing ARTIC station, specifically public improvements to properties south of Katella Avenue. OCVIBE would introduce four parking structures with 8,000 parking spaces for visitors. Other additions include hotels, a concert hall, a public park, and commercial opportunities. These changes to the ARTIC site may affect proposed HSR station area investments.

City of Orange

The HSR alignment ends at the boundary between Anaheim and the city of Orange; therefore, the project alignment does not enter the city of Orange. However, a portion of the city of Orange is within the indirect RSA for ARTIC, and land uses in the city of Orange within the indirect RSA would be relevant to the project. Existing zoning in Orange is depicted on Figure 3.13-A2, sheet 14, of Appendix 3.13-A. The zoning designations are varied. Much of the land is zoned for industrial use both immediately north and south of the LOSSAN Corridor.

The ARTIC RSA includes the city of Orange in three of its land use focus areas—locations where future land use change is expected. This includes Eckhoff Street/Orangewood Avenue, West Katella Corridor, and Industrial Areas. The City of Orange has rezoned in focused areas throughout the city to encourage intensification or redevelopment of older land uses to accommodate anticipated growth and development, including TOD. The City of Orange intends for the westernmost portion of this focus area to support mixed-use development, including housing at high densities. By employing this land use strategy, the City of Orange could encourage the design of a signature development project on W Katella Avenue, serving as a gateway from the Platinum Triangle in Anaheim into the city of Orange. In the Industrial Areas land use focus area, the City of Orange seeks to preserve the primary industrial land use found in this area and to encourage intensification or redevelopment where appropriate. Planned projects in Orange include a residential project on S Lewis Street, Lincoln Avenue, and S Dakota Street.

3.13.6 Environmental Consequences

3.13.6.1 Overview

This section discusses the potential impacts related to station planning, land use, and development that could result from construction and operation of the project and station options. Each resource category addresses potential impacts from the No Project Alternative and the Shared Passenger Track Alternatives. For this resource topic, any differences in the impacts for the alternatives and station options are described in the analysis.

The project design includes several features (IAMFs) to allow continued use of the facilities with minimal disruption from HSR construction and operation (refer to Volume 2, Appendix 2-A). The development of HSR stations and the surrounding area will take place in a way that encourages additional HSR ridership while also accommodating new growth on a smaller project footprint (**LU-IAMF#1**). Coordination with local agencies will take place to promote multimodal hubs, as well as value capture at and around HSR stations while ensuring accessibility (**LU-IAMF#2**). The project features also reduce fugitive dust (**AQ-IAMF#1**) with a fugitive dust control plan and reduce noise and vibration (**NV-IAMF#1**) during construction by complying with the Federal Transit Administration and FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors.

Land temporarily used during construction will be restored to a condition equal to the preconstruction staging condition (**LU-IAMF#3**). Construction management (**SOCIO-IAMF#1**) and transportation plans (**TR-IAMF#2**) will be implemented to minimize impacts on community residents, businesses, and local transportation routes during construction. Construction of the project would require temporary use of land outside the permanent rights-of-way for construction laydown and staging areas that mobilize personnel, stockpile materials, and store equipment for building the HSR or related improvements. The project would convert existing land uses—residential, commercial, mixed use, industrial, park/open space, and public facility—to a transportation land use associated with HSR. Construction and operation of the project could result in temporary and permanent changes to land use patterns.

Existing areas of residential, commercial, and industrial uses would be temporarily or permanently acquired for construction of the project. Areas of temporary acquisitions, such as construction easements, will in some cases revert to their previous uses after construction of the project is complete and the land is returned to a condition equal to the preconstruction staging

condition (**LU-IAMF#3**). In other cases, a new business or use could occupy the parcel after construction is complete, and existing zoning would govern redevelopment of the parcel.

Land permanently acquired would not be returned to its former use but would be permanently converted to transportation-related uses. Land use patterns could be permanently altered if the project introduces a use that would be incompatible with adjacent existing land uses or with the zoning designations of adjacent uses.

The IAMFs differ from mitigation measures in that they are part of the project. In contrast, mitigation measures may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA.

The impacts of the Shared Passenger Track Alternatives are described and organized as follows.

Construction Impacts

- Impact LU-1: Temporary Direct Impacts on Land Use Patterns and Incompatibility as a Result of Construction Activities
- Impact LU-2: Temporary Indirect Impacts on Land Use Patterns and Incompatibility as a Result of Construction Activities
- Impact LU-3: Permanent Direct and Indirect Impacts on Land Use Patterns and Incompatibility with Roadway Closures and Modifications
- Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion

Operational Impacts

- Impact LU-5: Permanent Alteration of Land Use Patterns from Increased Noise, Light, and Glare
- Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites

3.13.6.2 No Project Alternative

Under the No Project Alternative, recent development trends and population growth in the RSAs would continue, resulting in ongoing land use and development changes. Employment in the indirect RSA would continue to grow through 2040, but the population would decrease slightly in the indirect RSA through 2040, primarily in Los Angeles County. Development in the region to accommodate the anticipated population shifts and employment increases would continue under the No Project Alternative, resulting in associated direct temporary and permanent conversion of existing land uses. The future condition under the No Project Alternative includes local and regional development projects that are expected to be implemented in the indirect RSA by 2040, regardless of whether the project section is built. Without the HSR project, the population shifts and employment growth would increase pressure to expand highway and airport capacities. Section 3.18 identifies planned and other reasonably foreseeable future projects anticipated to be built in the region to accommodate the projected population shifts and employment growth in the area, including shopping centers, industrial parks, transportation projects, and residential developments.

Under the No Project Alternative, development trends are anticipated to continue, leading to impacts from the conversion of existing land uses and altered land use patterns. Existing land uses would be converted for residential, commercial, and industrial development, as well as for transportation infrastructure, to accommodate future population shifts and employment growth, thereby placing potential pressures on existing land uses not subject to conversion. Most of the planned and other reasonably foreseeable future residential or mixed-use projects rely on infill development (i.e., redevelopment of underutilized properties in developed areas), which minimizes the conversion of existing land uses and altered land use patterns. Transportation projects are more likely to convert land uses or alter land use patterns than infill development because infill development tends to be limited to a specific parcel and fit in with the surrounding

development. In contrast, transportation as a linear use is often surrounded instead by dissimilar uses.

Future development projects in Los Angeles and Orange Counties include the implementation of general and specific plans. As presented in Table 3.13-1 and discussed in Section 3.13.3, communities surrounding the existing railroad corridor have identified goals and policies in support of promoting a multimodal transportation system, expanding the public transit system to improve mobility and reduce the use of automobile travel, and encouraging TOD along the corridor and within existing station areas. As described in Section 3.13.5, Affected Environment, current planned projects in the indirect RSA for Los Angeles Union Station include development of residential, extension of the Metro Red Line, as well as multiple transit and rail improvement projects. Under the No Project Alternative, the Link Union Station project would still occur. The Link Union Station project is designed to meet the long-term regional rail needs at Los Angeles Union Station by allowing the station to accommodate future demands by increasing peak capacity, improving regional rail connectivity, and providing connections to more transportation options.

Current zoning near the Norwalk/Santa Fe Springs Metrolink Station permits mainly industrial, mixed-use, residential, and commercial land uses such as PIH Health and the Norwalk Fitness Village. Current planned projects in the area include medical offices and commercial development. Within the indirect RSA for Fullerton Metrolink/Amtrak Station, current zoning allows for mainly residential, commercial, and industrial uses. Currently planned projects include pedestrian improvements at the station, mixed-use, entertainment, and buildout of the Fullerton College Master Plan. Some planned projects include the Parkwest development project and the Raymond Railroad Bridge. At ARTIC, planned uses involve buildout of the *Platinum Triangle Master Land Use Plan* and include industrial, office, and mixed uses. Projects include OCVIBE, the West Anaheim to ARTIC Bike Project, and Douglass Road improvements. Therefore, even without construction of the Shared Passenger Track Alternatives, local jurisdictions would implement and build new transit facilities, transit service improvements, rail yard improvements, grade separations[2] and grade crossing closures, and would encourage increased density and TOD in station areas consistent with zoning and adopted plans. However, the No Project Alternative may not be as strong a catalyst for the improved accessibility and TOD envisioned in general plans and other planning documents adopted by planning agencies within the indirect RSA. In addition, as mentioned in Table 3.13-1, the project section is listed as a project and commitment in the 2016 Regional Transportation Plan/Sustainable Communities Strategy and is a goal for the 2020 Regional Transportation Plan/Sustainable Communities Strategy. The *Buena Park 2035 General Plan* also includes a land use policy to establish a strong role in implementing Proposition 1A with the Authority. Additionally, the *Platinum Triangle Master Land Use Plan* in Anaheim lays out the intent for ARTIC to serve the HSR system and be a catalyst for major high-density TOD in the area. Under the No Project Alternative, the Shared Passenger Track Alternatives would not be built, which would be inconsistent with these land use plans.

Planned and other reasonably foreseeable projects under the No Project Alternative would also include transportation projects, reconstruction of interchanges, overcrossing construction, road widenings and lane additions, road realignment and extensions, and recreational bike/pedestrian trail construction; residential, commercial, and industrial developments; utility construction projects; and residential development projects. A full list of anticipated future development projects is provided in Appendix 3.19-A and Appendix 3.19-B.

All these planned developments have been required or will be required to undergo design review and individual project approval. During such reviews, decision makers will determine consistency

[2] Refer to Chapter 2 for more details on planned improvements proposed by various agencies for the No Project Alternative. There are some grade separations associated specifically with the Shared Passenger Track Alternatives that would not be built under the No Project Alternative.

with applicable land use plans and policies, including zoning, and compatibility with adjacent land uses. Although individual projects need not be consistent with every policy of applicable land use plans, jurisdictions require consistency with the general vision of the land use plans and most of its policies. Projects that are not consistent with land use plans would require an amendment to the applicable land use plan to proceed. Planned development that would proceed through 2040 with or without implementation of the project would be generally consistent with adopted plans and zoning. Therefore, this planned development would be compatible with adjacent land uses and would not substantially alter land use patterns.

3.13.6.3 Project Impacts

Construction and operation of the Shared Passenger Track Alternatives and station options would result in temporary and permanent impacts on station planning, land use, and development.

Project construction would involve demolition of existing structures, clearing, and grubbing; reduction of permeable surface area; handling, storing, hauling, excavating, and placing fill; possible pile driving; and construction of aerial structures, bridges, road modifications, utility upgrades and relocations, HSR electrical systems, intermodal yard, and railbeds. Operation of the project would include inspection and maintenance along the track and railroad, as well as of the structures, fencing, power system, train control, and communications. Construction and operations and maintenance are described in Chapter 2.

As described in the 2023 Project Update Report, the Authority has partnered with other transportation agencies on investments in shared corridors, matching Authority funds with other federal, state, and local funds, to bring early benefits to existing passenger rail systems and future benefits for HSR, including investing in regionally important early action projects in Southern California while laying a solid foundation for implementation of the HSR system. The Authority, in collaboration with local and regional agencies, would make these early investments.

The types of projects include grade separations, track enhancements, and improvements at passenger rail stations, which would increase capacity, improve safety and air quality, and provide immediate mobility and reliability benefits for existing freight and passenger rail operations. The temporary construction and permanent operational environmental effects associated with these early action projects are included in the evaluation of the Shared Passenger Track Alternatives in this Draft EIR/EIS. These early action projects may be implemented by other local agencies relying on this environmental clearance in advance of the entire project section as standalone projects. These early action projects include the grade separations identified on Figure 2-44 and in Table 2-14 and the relocation of the Commerce and Buena Park Metrolink Stations as described in Section 2.6.2. Other individual elements of the Shared Passenger Track Alternatives could be identified in the future as early action projects to be built by other agencies. These early action projects are discussed in detail in Chapter 2 and addressed specifically in Section 3.13.7.1, Early Action Projects.

The following sections separately describe the construction and operational impacts of the Shared Passenger Track Alternatives and HSR station options.

Construction Impacts

Impact LU-1: Temporary Direct Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities

Along much of the alignment, construction of the project alternatives would occur within the existing rail right-of-way. Construction activities such as equipment staging, vegetation clearance, minor horizontal or vertical track modifications, utility relocations, and modifications to existing stations would be performed primarily within the existing rail right-of-way. Temporary construction easements outside the existing rail right-of-way would be required in certain areas along the alignment for construction of major track realignments, station modifications, construction of the LMF, and construction of grade separations. Table 3.13-4 summarizes the extent of these temporary uses by alternative. Although additional land is required to be converted permanently, those acreages are not included in the temporary acreages in Table 3.13-4, but rather are

discussed in Impact LU-4. Shared Passenger Track Alternative A would require 7.40 acres of temporary use of land outside the right-of-way, the same as Shared Passenger Track Alternative B. The table also shows that the HSR station options would require no acres of temporary land use outside the right-of-way.

Land needed for temporary construction easements would be leased from the landowner, taken out of its existing use, and used temporarily for construction. Once construction activities are complete, the Authority-designated contractor would restore the land to a condition equal to preconstruction staging conditions (**LU-IAMF#3**). Consequently, land use conversions would be temporary and would be restored to a condition equal to preconstruction staging conditions once construction has ceased, preventing adjacent incompatible land uses leading to alteration of land use patterns.

Table 3.13-4 Temporary Use of Land Outside the Right-of-Way for Alternatives and High-Speed Rail Station Facility Options

Existing Land Use Category	Alternative or Station Option (Acres)			
	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	HSR Station Option: Norwalk/ Santa Fe Springs	HSR Station Option: Fullerton
Commercial, services, and offices	1.42	1.42	0	0
Facilities	0.01	0.01	0	0
Industrial and mixed commercial	2.73	2.73	0	0
Multifamily residential	0.19	0.19	0	0
Open space and recreation	0.04	0.04	0	0
Single-family residential	3.01	3.01	0	0
Grand total	**7.40**	**7.40**	**0**	**0**

Sources: SCAG 2023; Los Angeles County Assessor 2022; ESRI 2024
[1] Values are rounded to the nearest hundredth.
HSR = high-speed rail

Shared Passenger Track Alternative A

Construction of Shared Passenger Track Alternative A, including track alignment and other facilities, would temporarily use land immediately adjacent to the rail right-of-way for construction staging, laydown, and fabrication areas, resulting in temporary use of existing land.

In Vernon, temporary use of 0.19 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial. The 26th Street LMF would be built in Vernon under Shared Passenger Track Alternative A.

In Pico Rivera, temporary use of 0.31 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial and multifamily residential.

In the unincorporated community of West Whittier–Los Nietos, temporary use of 0.29 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for single-family residential. The single-family residential land is north of the intersection of the LOSSAN Corridor with Pioneer Boulevard.

In Santa Fe Springs, temporary use of 0.46 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial. The industrial and mixed commercial land is northwest of the intersection of the

LOSSAN Corridor with Coyote Creek and at Pioneer Boulevard, and the remaining industrial and mixed commercial land is near Norwalk Boulevard and also north of Telegraph Road.

In La Mirada, temporary use of 0.45 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial, and single-family residential. The industrial and mixed commercial land is to the southwest of where the LOSSAN Corridor intersects Alondra Boulevard, and farther west along Alondra Boulevard.

In Buena Park, temporary use of 3.38 acres of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial, single-family residential, multifamily residential, and commercial, services, and offices lands. The industrial and mixed commercial and single-family residential land that would be temporarily used is south of the LOSSAN Corridor near the intersection of Franklin Street with Stanton Avenue. The industrial and mixed commercial land is north of the LOSSAN Corridor to the west of its intersection with Coyote Creek. The single-family residential and commercial, services, and offices land that would be temporarily used is south of the LOSSAN Corridor near the intersection of Franklin Street with Stanton Avenue.

In Fullerton, temporary use of 0.11 acre of land associated with the track alignment and other associated facilities would occur in land primarily designated for industrial and mixed commercial, and also with a small amount of facilities and multifamily residential land. The industrial and mixed commercial and facilities land are south of the intersection of Artesia Avenue and Gilbert Street.

In Anaheim, temporary use of 1.75 acres of land associated with the track alignment and other associated facilities as well as grade separations (discussed in Chapter 2) would occur in land designated for a mix of industrial and mixed commercial, commercial, services, and offices, facilities, and multifamily residential. The industrial and mixed commercial land is on both sides of the intersection of the LOSSAN Corridor with Orangethorpe Avenue. More industrial and mixed commercial land is south of the intersection between the LOSSAN Corridor and Broadway Avenue. At the southern end of the alignment, more industrial and mixed commercial land is located from the intersection of Lewis Street and Cerritos Street to its intersection with State College Boulevard.

The portion of parcels needed for temporary construction use would be leased by the Authority from the landowner, taken out of its current use, and used for construction. It should be noted that a temporary use typically does not occupy a full parcel, and would only affect land use in one part of an existing parcel, thereby generally allowing the existing parcel's remaining land use to continue for the duration of the construction period. Although project construction would temporarily limit (but not eliminate) access to property and existing railroad facilities through the use of land for construction fabrication, laydown, and staging areas, these temporary construction impacts would cease when construction is complete. Additionally, the project includes requirements that the Authority-designated contractor restore affected lands to a condition equal to the preconstruction staging condition (**LU-IAMF#3**). Consequently, land use conversions, alterations, and disruptions would be temporary; they would revert to their preconstruction conditions once construction has ceased, preventing altered land use patterns. Construction activities would therefore not be incompatible with land uses on parcels used for construction or cause a change in land use patterns.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would have similar impacts to those described for Shared Passenger Track Alternative A but would instead build the LMF at 15th Street in Los Angeles. Hobart Yard in Vernon would still be reconfigured under Shared Passenger Track Alternative B, resulting in the same impacts in Vernon as those of Shared Passenger Track Alternative A. For the 15th Street LMF in Los Angeles, land use patterns around 15th Street are the same designations as those around the 26th Street LMF. Therefore, with the LMF at 15th Street, land use patterns and incompatibility during construction would be generally similar to those of Shared Passenger Track Alternative A, because both are in industrial areas.

Incorporation of **LU-IAMF#3** will ensure that land use conversions, alterations, and disruptions would be temporary and would revert to preconstruction staging conditions after construction is completed. Therefore, construction activities would not be incompatible with land uses on parcels used for construction or cause a change in land use patterns.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would be within the same area that would be modified under the Shared Passenger Track Alternatives and would not require additional land in Santa Fe Springs or Norwalk. The project includes requirements that the Authority-designated contractor restore affected lands to a condition equal to the preconstruction staging condition (**LU-IAMF#3**). Consequently, land use conversions, alterations, and disruptions would be temporary and would revert to their preconstruction staging conditions once construction has ceased, preventing altered land use patterns and incompatible adjacent land uses. Construction activities would not be incompatible with these land uses.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in a larger area than would be modified under the Shared Passenger Track Alternatives, but would not temporarily use any additional land in Fullerton for construction. The project includes requirements that the Authority-designated contractor restore affected lands to a condition equal to the preconstruction staging condition (**LU-IAMF#3**). Consequently, land use conversions, alterations, and disruptions would be temporary and would revert to their preconstruction staging conditions once construction has ceased, preventing altered land use patterns and incompatible adjacent land uses. Construction activities would thus not be incompatible with these land uses.

CEQA Conclusion

The impact of temporary land use conversions would be less than significant under CEQA for both Shared Passenger Track Alternatives and HSR station options because the use of land for construction would be temporary, structures would not be directly affected, lands would be restored to a condition equal to the preconstruction staging condition, and the project would not result in substantial changes to land use patterns or density outside the permanent rights-of-way that would be incompatible with adjacent land uses. Project features require the Authority-designated contractor to restore any temporary disruptions or conversions of land outside of the permanent rights-of-way to a condition equal to the preconstruction staging condition (**LU-IAMF#3**), thereby avoiding direct land use and planning impacts. Therefore, CEQA does not require any mitigation.

Impact LU-2: Temporary Indirect Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities

Shared Passenger Track Alternative A

Construction of the project would involve major construction activities (e.g., clearing, grading, track installation) that would generate increased noise levels, dust and other air pollutants, and traffic, and result in temporary visual changes caused by the presence of construction equipment for the construction of rail features and improvements in the project section. Temporary indirect impacts on land use patterns and land use compatibility from construction would occur in urban areas within 0.5 mile of the project section. These temporary increases in noise and dust and the visual and aesthetic changes caused by construction are expected to last for a period of 1 to 3 years at a given location and could cause hardship and temporary disruption on residential areas and businesses within the direct RSA. Refer to Appendix 3.13-A for maps showing existing land uses and zoning within the RSA.

In the city of Los Angeles, land adjacent to the construction area is zoned as industrial, open space, and recreation. This land is east of where Pennington Way intersects with Atlantic Boulevard. Adjacent land is designated industrial and mixed commercial and transportation—railroad. In Montebello, land adjacent to construction areas is designated as transportation, communications, and utilities; open space and recreation; and industrial and mixed commercial. In Pico Rivera, land adjacent to construction areas is designated for open space and recreation and transportation—railroad uses. In the unincorporated community of West Whittier–Los Nietos, land adjacent to construction areas is designated as single-family residential and commercial, services, transportation, communications, utilities, and offices. In Santa Fe Springs, lands adjacent to construction areas are designated as industrial and mixed commercial, transportation, communications, industrial, transportation—railroad, multifamily residential, and utilities.

In La Mirada, land adjacent to construction areas is designated as industrial and mixed commercial and commercial, services, office, and transportation—railroad. In Buena Park, land adjacent to construction areas is categorized as facilities, industrial, mixed commercial, single-family residential, transportation, communications, utilities, and transportation—railroad. In Fullerton, land adjacent to construction areas is designated as facilities, industrial and mixed use, and transportation—railroad. In Anaheim, land adjacent to construction areas is designated as industrial, mixed commercial, multifamily residential, offices, facilities, utilities, transportation, communications, commercial services, and transportation—railroad.

In Vernon, land uses in the area or the 50-acre LMF proposed at 26th Street are generally industrial. Noise and vibration are typically at a higher level than a residential area, associated with the functional activities taking place in the industrial facilities on a regular basis, and the minimal presence of sensitive receivers. Traffic is composed of a high volume of trucks and utility vehicles of different capacities mobilizing containers and servicing the industrial facilities. The aesthetics of the area are dominated by industrial facades, fencing, large warehouses, and commercial buildings of different sizes.

The project would cross 58 roadways, as presented in Table 2-14. Temporary closures of existing roadways would be necessary during construction (refer to Section 3.2). To reduce impacts related to incompatibility with roadways, the timing of construction for roadway crossing facilities would be staggered so that no two adjacent crossings would be closed during the same period unless the affected jurisdiction has approved concurrent closures (**TR-IAMF#2**). Construction could result in temporary incompatibility with residential and commercial uses adjacent to temporary construction easements because of the disruptive impacts of the project, such as fugitive dust generation, construction noise and vibration, and construction-related traffic conflicts, which could affect community residents and businesses. The project design includes measures to address fugitive dust in and adjacent to the project section (**AQ-IAMF#1**). During construction, the Authority-designated contractor will water exposed surfaces on unpaved roads, limit vehicle travel speeds, and suspend dust-generating activities when wind speeds are greater than 25 miles per hour, along with other dust-reducing best management practices. The project design includes **NV-IAMF#1**, which will address construction-related noise and vibration impacts on adjacent land uses through documentation of how federal guidelines for minimizing noise and vibration will be employed during construction near sensitive receivers. To reduce traffic conflicts caused by construction, the Authority-designated contractor will prepare a Construction Transportation Plan (**TR-IAMF#2**) to address the construction activities and ways of maintaining traffic flow, including provisions for alternate access during temporary road closures; to consider alternating one-way traffic instead of temporary road closures that would otherwise require a detour; and to minimize disruption of access to residents, businesses, and customers to the extent practicable. In addition, the Authority-designated contractor will prepare and apply a construction management plan that includes maintaining customer and vendor access to local businesses throughout construction by using signs to instruct customers about access to businesses (**SOCIO-IAMF#1**). These IAMFs will address temporary construction impacts, including hardship on adjacent businesses and residences resulting from increases in noise and dust or changes in traffic patterns, minimizing the potential for altered land use patterns or adjacent incompatible land uses.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would have similar impacts to those described for Shared Passenger Track Alternative A but would build the LMF at 15th Street in Los Angeles. Hobart Yard in Vernon would still be reconfigured under Shared Passenger Track Alternative B, resulting in impacts that are the same as Shared Passenger Track Alternative A in the Hobart Yard area. For the LMF in Los Angeles, land use patterns around the 15th Street LMF site are mostly similar to those of the 26th Street LMF site, with the difference being the LMF at 15th Street is adjacent to land designated as facilities. Therefore, with the 15th Street LMF, land use patterns and incompatibility during construction would be generally similar to that of Shared Passenger Track Alternative A, because both are in industrial areas.

Construction of Shared Passenger Track Alternative B could result in temporary incompatibility with residential and commercial uses adjacent to temporary construction easements because of disruptive impacts of the project, such as fugitive dust generation, construction noise and vibration, construction-related traffic conflicts, and effects on community residents and businesses. Shared Passenger Track Alternative B would have similar impacts to those described for Shared Passenger Track Alternative A. The IAMFs incorporated for Shared Passenger Track Alternative A would also be implemented for Shared Passenger Track Alternative B.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, the impacts of noise, vibration, traffic, and aesthetics on land use during construction would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in the same area that would be modified under the Shared Passenger Track Alternatives, and would involve the same types of construction activities (e.g., clearing, grading, track installation) that would generate increased noise levels, dust and other air pollutants, and traffic, and additionally would result in temporary visual changes. Adjacent lands are designated as transportation—railroad, industrial, and mixed commercial. Construction could result in temporary incompatibility with commercial uses adjacent to temporary construction easements because of the disruptive impacts of the project, such as fugitive dust generation, construction noise and vibration, and construction-related traffic conflicts, which could affect community residents and businesses. The IAMFs incorporated for Shared Passenger Track Alternative A would also be incorporated if the Norwalk/Santa Fe Springs HSR Station Option is selected. These IAMFs will address temporary construction impacts, including hardship on adjacent businesses resulting from increases in noise and dust or changes in traffic patterns, further reducing the potential for altered land use patterns or adjacent incompatible land uses.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, the impacts of noise, vibration, traffic, and aesthetics on land use during construction would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in a larger area than would be modified under the Shared Passenger Track Alternatives, but would involve the same types of construction activities (e.g., clearing, grading, track installation) that would generate increased noise levels, dust and other air pollutants, and traffic, and result in temporary visual changes caused by the presence of construction equipment for the construction of rail features and improvements in the project footprint. The IAMFs incorporated for Shared Passenger Track Alternative A would also be incorporated if the Fullerton HSR Station Option is selected. These IAMFs will address temporary construction impacts, including hardship on adjacent businesses and residences resulting from increases in noise and dust or changes in traffic patterns, further reducing the potential for altered land use patterns or adjacent incompatible land uses.

CEQA Conclusion

The temporary indirect impact under CEQA related to noise, vibration, traffic, and aesthetics on land use during project construction would be less than significant because **AQ-IAMF#1**,

NV-IAMF#1, **TR-IAMF#2**, and **SOCIO-IAMF#1** will address temporary disruptions and hardship on adjacent businesses and residential areas, preventing incompatible land use patterns with adjacent land uses. Therefore, CEQA does not require mitigation.

Impact LU-3: Permanent Direct or Indirect Impacts on Land Use Patterns and Incompatibility as Result of Roadway Closures and Modifications

Shared Passenger Track Alternative A

Because Shared Passenger Track Alternative A's tracks would be mostly within the LOSSAN Corridor, an existing rail corridor, it would maintain most of the existing roadway network, with roadway modifications including new grade separations or roadway realignments. Therefore, the rail alignment would not directly or indirectly result in altered land use patterns or adjacent incompatible land uses as a result of permanent roadway closures or modifications.

However, in Vernon, construction would require permanent closure and relocation of streets near Hobart Yard. The permanent project footprint would extend several streets to the north and south of Hobart Yard, such as Indiana Street and Pacific Way. Additionally, 26th Street would be relocated south of its existing location. A realigned leg of 26th Street would end at Ayers Avenue and no longer connect with Pennington Way at Atlantic Boulevard. Pennington Way would end in a cul-de-sac immediately west of Atlantic Boulevard.

These streets are in heavily industrialized areas with alternate routes available to continue access. The above closures and relocations would therefore not change land use patterns or be incompatible with land use development patterns. Accordingly, project-related road closures and relocations would not result in direct or indirect changes in land use patterns or incompatibility.

Shared Passenger Track Alternative B

Because Shared Passenger Track Alternative B's track would also be mostly within the LOSSAN Corridor, it would have similar direct and indirect impacts as a result of roadway closures and modifications as described for Shared Passenger Track Alternative A. Moreover, because this alternative would also reconfigure Hobart Yard in Vernon, similar to Shared Passenger Track Alternative A, project-related road closures and relocations would not result in direct or indirect changes in land use.

This alternative would include the LMF at 15th Street in Los Angeles. Construction of the LMF would require the permanent closure of a small segment of 16th Street at a cul-de-sac. Because the area proposed for the LMF is highly developed and the road closure would be at a cul-de-sac, the LMF would not introduce or result in any direct or indirect impacts on land use patterns or incompatibility.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, direct and indirect impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in the same area that would be modified under the Shared Passenger Track Alternatives, which would not require permanent closure of any additional roadways. Therefore, there would be no direct or indirect land use changes or incompatibility resulting from the Norwalk/Santa Fe Springs HSR Station Option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, direct and indirect impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in a larger area than would be modified under the Shared Passenger Track Alternatives, but it would not require permanent closure of any additional roadways. Therefore, there would be no direct or indirect land use changes or incompatibility resulting from the Fullerton HSR Station Option.

CEQA Conclusion

The project would not directly or indirectly result in altered land use patterns or adjacent incompatible land uses as a result of permanent roadway closures or modifications. Impacts would therefore be less than significant. CEQA does not require mitigation.

Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion

Shared Passenger Track Alternative A

Along much of the project alignment, construction of the project would occur within the existing rail right-of-way. However, project construction would require the acquisition and permanent conversion of some lands that are not currently in transportation use. This has the potential to result in altered land use patterns and incompatibility with other nearby land uses.

Table 3.13-5 summarizes the maximum amount of land proposed to be permanently acquired for each alternative and HSR station option. Acquisition information in this table was derived from the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025d). Existing land uses were derived from Appendices 3.13-A, 3.13-B, and 3.13-C (refer to Figure 3.13-A1, Table 3.13-B1, and Table 3.13-C1). As presented in Table 3.13-5, most of the land that would be permanently converted is in industrial or mixed commercial uses, typical for lands along the LOSSAN Corridor.

Table 3.13-5 Maximum Amount of Land Permanently Converted by Alternative and High-Speed Rail Station Options (acres)[1,2]

Existing Land Use Category	Alternative or HSR Station Option (Acres)			
	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	HSR Station Option: Norwalk/Santa Fe Springs	HSR Station Option: Fullerton
Commercial, services, and offices	23.53	23.85	0	0.32
Facilities	7.80	7.80	0	0
Industrial and mixed commercial	201.37	239.73	0	3.87
Multifamily residential	0.07	0.07	0	0
Open space and recreation	3.62	3.62	0	0
Single-family residential	3.78	3.78	0	0
Grand total	**240.17**	**278.85**	**0**	**4.19**

Sources: SCAG 2023; Los Angeles County Assessor 2022; ESRI 2024
[1] Values are rounded to the nearest hundredth.
[2] Permanent acquisition of land would occur along the track alignment resource study area. Permanent acquisition value does not include land that is designated for transportation, communications, and utilities land that would be acquired. The corresponding zoning of this transportation-related land is also excluded from the zoning acreage value.
HSR = high-speed rail

The following discussions summarize, by affected jurisdiction, the type of land that would be converted to transportation use and characterize surrounding land uses.

In the city of Los Angeles, 1.56 acres of land would need to be permanently acquired. The land is primarily in two locations:

1. At the radio site east of the Los Angeles River near the intersection of Mission Road and Jesse Street. Adjacent lands are designated for industrial, commercial, services and office uses.
2. On the western side of the LOSSAN Corridor north of Washington Boulevard. Adjacent lands are designated for industrial, mixed commercial, and transportation (railroad) uses.

Because there would be a relatively small amount of land acquired, the land to be acquired is along the LOSSAN Corridor, and the land to be acquired is bounded by land use types that are generally compatible with transportation uses, there would be little to no potential for land use conversion in Los Angeles to result in any permanent alteration of land use patterns.

In Vernon, 83.03 acres would need to be acquired and converted to transportation uses. Although Shared Passenger Track Alternative A would develop the 26th Street LMF, these 83.03 acres of land would be acquired and converted to transportation uses regardless of the chosen alternative. These lands are immediately adjacent to the existing LOSSAN Corridor, with the largest amount of land being acquired directly south of the existing tracks. North of the existing tracks, smaller sliver takes are anticipated. The to-be-acquired lands are primarily designated for industrial and mixed commercial, with some commercial, services, and offices. Lands adjacent to those to be acquired are designated as transportation—railroad, industrial, and mixed commercial. Because the lands to be acquired in Vernon are close to the LOSSAN Corridor and are therefore exposed to rail activities and are bounded by land use types that are directly or generally compatible with transportation uses, land use conversion in Vernon has a low potential to permanently alter land use patterns.

In Bell, 1.23 acres would need to be acquired and converted to transportation use. These lands are primarily designated for industrial and mixed commercial uses. Lands adjacent to those that would be acquired have similar land use designations. All these lands are close to the active LOSSAN Corridor. Based on this proximity and exposure, the conversion of 1.23 acres in Bell would not have significant potential to alter nearby land uses or wider land use patterns.

In Commerce, 39.53 acres would need to be acquired. These lands are designated for industrial, mixed commercial, facilities, and services uses. Most of the land to be acquired is directly north of the existing tracks. The remainder of the land to be acquired is south of the existing tracks and near the existing Commerce Metrolink Station. Lands adjacent to the land to be acquired are designated for industrial and mixed commercial; transportation, facilities, communications, and utilities; and railroad uses. Because the adjacent land uses are largely the same as those being converted to transportation uses, and future uses would align with the current transportation uses, land conversion in Commerce would not permanently alter land use patterns.

In Montebello, 5.73 acres would need to be acquired and converted to transportation use. These lands are designated for industrial and mixed commercial uses and are bounded by lands with similar uses. These lands are close to the existing Commerce Metrolink Station. Because the lands to be acquired are near existing transportation uses and are bounded by lands with designated uses that have historically operated adjacent to the LOSSAN Corridor, land conversion in Montebello would not permanently alter land use patterns.

In Pico Rivera, 4.27 acres would need to be acquired and converted to transportation use, primarily from sliver takes of parcels adjoining the existing tracks. Lands are designated for industrial and mixed commercial, and open space and recreation. Lands adjacent to the lands being acquired are designated as open space and recreation, transportation—railroad, industrial, and mixed commercial. Because the adjacent land uses are largely the same those being converted to transportation uses, and future uses would align with the current transportation uses, land conversion in Pico Rivera would not permanently alter land use patterns.

In the unincorporated community of West Whittier–Los Nietos, 1.26 acres would need to be acquired and converted to transportation uses. These lands are primarily designated for single-family residential and are bounded by lands with the same uses. Although single-family residential can be considered a sensitive land use, the LOSSAN Corridor has historically operated adjacent to these neighborhoods. Therefore, the acquisition and conversion of land to transportation use in West Whittier–Los Nietos would not permanently alter land use patterns.

In Santa Fe Springs, 39.35 acres would need to be acquired and converted to transportation uses. These lands are designated primarily for industrial and mixed commercial; commercial, services, and offices; mixed residential; and facilities. The adjacent lands are designated as industrial, mixed commercial, facilities, and offices, and have historically been exposed to

transportation uses. All these lands are adjacent to existing tracks and related transportation facilities. Based on this proximity and historical exposure, the conversion of land in Santa Fe Springs would not permanently alter land use patterns.

In Norwalk, 0.02 acre would need to be acquired and converted to transportation uses. These lands are designated entirely for industrial and mixed commercial and facilities and are bounded by lands with the same uses. Because the converted lands and the adjacent lands are of the same designation, and have historically operated adjacent to the LOSSAN Corridor, the acquisition and conversion of lands in Norwalk would not permanently alter land use patterns.

In La Mirada, 4.35 acres would need to be acquired and converted to transportation uses. These lands are primarily designated for industrial and mixed commercial and commercial, services, and offices, with a small sliver along the existing tracks being adjacent to single-family residential lands and are bounded by lands with similar uses. These acquisitions would occur just north of the existing Buena Park Metrolink Station, where the LOSSAN Corridor has historically existed. The tracks run directly north of existing single-family residential, so these residences are already exposed to transportation uses. Therefore, the acquisition and conversion of land in La Mirada would not alter land use patterns.

In Buena Park, 13.55 acres would need to be acquired and converted to transportation uses for the relocation of the Buena Park Metrolink Station. These lands are primarily designated for single-family residential, multifamily residential, and industrial and mixed commercial. Adjacent land is designated as single-family residential, multifamily residential industrial, mixed commercial, and transportation—railroad. A passenger station is a permitted use under Buena Park's light industrial zoning designation (City of Buena Park 2025). The mix of surrounding land uses would be similar to those surrounding the existing station. Therefore, the permanent acquisition of land associated with the relocation of the Buena Park Metrolink Station would not permanently alter land use patterns.

In Fullerton, 7.43 acres would need to be acquired and converted to transportation uses. These lands are primarily designated for industrial and mixed commercial and facilities, with lesser amounts of commercial, services and offices, single-family residential, multifamily residential, public facilities, and open space and recreation, and are bounded by lands with similar uses. The existing station and tracks in Fullerton have historically been close to shopping centers, parks, and restaurants. Therefore, because nearby lands would remain compatible with the 7.43 acres of land being converted to transportation use, the change would not permanently alter wider land use patterns.

In Anaheim, 38.81 acres would need to be acquired and converted to transportation uses. These lands are primarily designated for industrial and mixed commercial; facilities; commercial, services, and offices; transportation—railroad; multifamily residential; and single-family residential. The adjacent lands are of similar uses to those being acquired. The adjacent residential lands have historically been exposed to the tracks that run throughout the LOSSAN Corridor, because the tracks run directly through a neighborhood. Therefore, the conversion of lands in Anaheim to transportation uses would not alter land use patterns.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would follow the same rail alignment as Shared Passenger Track Alternative A. Accordingly, potential land conversion impacts related to the alignment would be similar to those of Shared Passenger Track Alternative A.

The key difference with this alternative is the LMF; Shared Passenger Track Alternative B's LMF would be in the city of Los Angeles. Hobart Yard in Vernon would still be reconfigured in Vernon under Shared Passenger Track Alternative B, resulting in impacts the same as those of Shared Passenger Track Alternative A. The 15th Street LMF would be in an area that is already developed but would convert an additional 38.68 acres of land (currently used for commercial, service, and other nontransportation uses) to transportation use. Because the land to be acquired is along the LOSSAN Corridor, and the land to be acquired is bounded by land use types that are

generally compatible with transportation uses, there would be little to no potential for land use conversion to result in any permanent alteration of land use patterns.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in the same area that would be modified under the Shared Passenger Track Alternatives. Permanent land acquisitions would primarily occur within existing transportation rights-of-way or represent small acquisitions along the entire alignment, with no substantial change to existing land use patterns. Therefore, there would be no indirect land use changes or incompatibility resulting from the Norwalk/Santa Fe Springs HSR Station Option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Permanent acquisition and conversion of an additional 4.19 acres of land to transportation uses would occur in land primarily designated for facilities and industrial and mixed commercial. Adjacent land is categorized as facilities, commercial, services, offices, and transportation—railroad.

Construction of the project in and adjacent to the LOSSAN Corridor would minimize, but not avoid, changes to existing land uses. Moreover, industrial land uses near the Fullerton HSR Station Option generally limit human occupation. Therefore, permanent conversion to transportation use would be consistent with existing land uses. Incorporation of **LU-IAMF#1** and **LU-IAMF#2** as part of the project will ensure that station area development principles and guidelines and local agency coordination have been applied to station area planning prior to HSR operations.

The Fullerton Plan includes policies related to TOD, infill development, development of mixed uses, improvement of mobility, and enhancement of the downtown area. Zoning designations in the vicinity of Fullerton Metrolink/Amtrak Station permit residential, industrial, commercial, and mixed-use development. According to *The Fullerton Plan*, opportunities exist for increasing development densities compatible with TOD in the proposed HSR station option area. Additionally, the Fullerton Transportation Center and Fullerton Transit Village specific plans support mixed-use and residential development projects in a pedestrian-friendly environment. HSR service to Fullerton can have the indirect benefit of attracting development to these station areas. Combined with strong real estate market conditions, HSR service can accelerate development anticipated in adopted general plans and area plans. The Fullerton Metrolink/Amtrak Station area has been and would continue to be planned to accommodate increased densities near and around the proposed stations. This is illustrated in the recent live/work and conventional condominium development called South of Commonwealth Walk in Fullerton's historic downtown, directly south of Walnut Avenue and the existing Fullerton Metrolink/Amtrak Station. Additionally, the HSR station option would be compatible with local zoning for higher-density development.

CEQA Conclusion

Both Shared Passenger Track Alternatives would result in less-than-significant CEQA impacts regarding the permanent alteration of land use patterns. Permanent land acquisitions would primarily occur within existing transportation rights-of-way or represent small acquisitions along the entire alignment, with no substantial change to existing land use patterns. Although construction of both Shared Passenger Track Alternatives would require the displacement of some residences and businesses adjacent to the existing track alignment, these displacements would not cause a substantial change in land use patterns because the project would be primarily within an existing railroad corridor and because adjacent land uses were established in light of the existing railroad corridor. Therefore, impacts would be less than significant and CEQA does not require mitigation.

Operational Impacts

Impact LU-5: Permanent Alteration of Land Uses Patterns from Increased Noise, Light, and Glare

Shared Passenger Track Alternative A

Project operations would add scheduled passenger train service within an existing established rail corridor with passenger and freight uses. Such additional service would result in changes in noise and light/glare that could potentially change land use patterns.

Noise

The project would operate within an existing transportation corridor that currently experiences high levels of noise from train and vehicular activities. Noise sources in the corridor include train movements, train horns, crossing signals, and various operational and maintenance activities. Adjacent land uses along the existing corridor have therefore historically been exposed to noise from train operation; such exposure continues to the present.

Operational noise from HSR trains would have similar noise patterns to the current trains in operation, except in the case of new grade separations where train horn noise would be eliminated. HSR train noise would be intermittent and of short duration as HSR trains pass through the project extent.

Historical land use patterns suggest that existing and ongoing train noise does not curtail the continued use of residential, commercial, industrial, open space, recreational, or facilities land uses around the corridor. Because the noise that HSR would introduce already occurs along the existing right-of-way, and because land uses along the existing right-of-way have historically been exposed to this noise and have continued to operate, the noise from HSR service would not cause changes in land use patterns.

Light and Glare

The project would operate within an existing transportation corridor that is already affected by the lighting and glare associated with train operations, such as signal lights and station lighting. Various buildings and facilities would be lit throughout the night to ensure safety and security, contributing to increases in nighttime light levels. Lighting would be directed downward to minimize light spillover. The modifications to stations and the additional HSR trains that would operate in the existing right-of-way would introduce additional lighting and glare; however, the lighting and glare are not expected to disturb existing uses in the area (e.g., residences, commercial areas) or lead to any changes in existing land use patterns.

Historical land use patterns suggest that the light associated with rail uses does not curtail the continued use of residential, commercial, industrial, open space, recreational, or facilities land uses around the corridor. Land uses adjacent to the active transportation corridor have been in operation while lighting features have been present. Similar lighting would be added in various places throughout the corridor and would be adjacent to similar land uses that have historically experienced lighting associated with transportation use. Because it has been demonstrated in the past that land uses can exist adjacent to transportation lighting features, and the adjacent land uses would be largely similar to what has historically existed adjacent to the corridor, implementation of Shared Passenger Track Alternative A would not result in permanent impacts that would alter existing and planned land use from noise, lighting, and glare.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would be in the same project alignment as Shared Passenger Track Alternative A, and therefore would have the same impacts as those of Shared Passenger Track Alternative A. Although additional noise, light, and glare would be introduced along the alignment, the noise, light, and glare that HSR would introduce already exist along the right-of-way. Because land uses along the existing right-of-way have historically been exposed to this noise, light, and glare, and have continued to operate, the impacts from HSR service would not cause changes in land use patterns.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. The existing Metrolink station in Norwalk/Santa Fe Springs has historically exposed nearby receptors to noise, light, and glare impacts related to transportation operations. Because land uses along the existing right-of-way have historically been exposed to this noise, light, and glare, and have continued to operate, the impacts from HSR service would not cause changes in land use patterns.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. The existing Fullerton Metrolink/Amtrak Station has historically exposed nearby receptors to noise, light, and glare impacts related to transportation operations. Because land uses along the existing right-of-way have historically been exposed to this noise, light, and glare, and have continued to operate, the impacts from HSR service would not cause changes in land use patterns.

CEQA Conclusion

The impacts on existing land use patterns from increased noise associated with operation of Shared Passenger Track Alternatives A and B would be less than significant under CEQA because the changes would result in levels similar to those that already exist and would not affect the habitability of existing land uses. The impacts on planned land use patterns from increased light and glare associated with operation of Shared Passenger Track Alternatives A and B would also be less than significant under CEQA, because land uses along the corridor have historically been exposed to light and glare associated with transportation uses. Accordingly, the project would not cause a substantial change in land use patterns by introducing incompatible land uses. No mitigation is required under CEQA for this impact.

Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites

Shared Passenger Track Alternative A

The Commerce Metrolink Station would be relocated to an area northeast of the intersection of Telegraph Road and Maple Avenue, which is approximately 1 mile to the east of its current location. The new station location would be in both Commerce and Montebello; the platform and facilities north of the platform would be in Commerce, and the station facilities south of the platform would be in Montebello. The platform would be accessible from the north via Sycamore Street and from the south via Maple Avenue. Improvements would be made at the intersection of Sycamore Street and Supply Avenue and the intersection of Telegraph Road and Maple Avenue to provide safe access to the new station location. Maple Avenue would connect to a variety of station facilities, such as a transit plaza for buses, bicycle parking, vehicle parking, and a pick-up/drop-off area for motorists. The new station location would provide 140 parking spaces for Metrolink passengers, consistent with the number of spaces at the existing station location. Because this station would not be an HSR station and would be relocated to within 1 mile of its current location, ridership and operations are not expected to experience a substantial change. In addition, the project would provide the same number of parking spaces as the existing conditions. No substantial changes in parking and traffic access are anticipated; therefore, no changes in land use patterns at the Commerce Metrolink Station are anticipated to occur.

The Norwalk/Santa Fe Springs Metrolink Station would be modified, with the platform moved to approximately 350 feet east of its current location on a new elevated structure. There would be two 680-foot Metrolink side platforms and passenger rail tracks built on either side of the platforms. Ridership and operations are not expected to experience a substantial change, similar to the Commerce Metrolink Station, because this station would not be an HSR station and would remain at its current location. In addition, the project would provide the same number of parking spaces as the existing conditions. No substantial changes in parking and traffic access demands are anticipated; therefore, no changes in land use patterns at the Norwalk/Santa Fe Springs Metrolink Station are anticipated to occur.

The Buena Park Metrolink Station would be relocated to an area between South Coyote Creek and Beach Boulevard, approximately 0.75 mile to the northwest of its current location. The new station location would be in Buena Park. The platform would be accessible from the north via Stage Road, from the east via Beach Boulevard, and potentially from the south via Tulare Street. Beach Boulevard would connect to a variety of station facilities, such as a transit plaza for buses, bicycle parking, vehicle parking, and a pick-up/drop-off area for motorists. The new station location would provide 313 parking spaces for Metrolink passengers, consistent with the number of spaces at the existing station location. Similar to the Commerce Metrolink Station, because this station would not be an HSR station and would be relocated to within 1 mile of its current location, ridership and operations are not expected to experience a substantial change. In addition, the project would provide the same number of parking spaces as the existing conditions. No substantial changes in parking and traffic access demands are anticipated; therefore, no changes in land use patterns at the Buena Park Metrolink Station are anticipated to occur.

The Fullerton Metrolink/Amtrak Station would be modified. A fourth track would be added through the corridor at this location, and two existing side platforms would be removed and replaced with a new 800-foot center platform west of the current rail platforms. Other modifications include removal of the existing pedestrian bridge, which would be replaced with a new pedestrian underpass to connect to the new center platform. Similar to the Commerce Metrolink Station, because this station would not be an HSR station and would remain at its current location, ridership and operations are not expected to experience a substantial change. No substantial changes in parking and traffic access demand are anticipated; therefore, no changes in land use patterns at the Fullerton Metrolink/Amtrak Station are anticipated to occur.

Proposed HSR station platform and facilities at ARTIC would be located on the existing station site at 2626 E Katella Avenue. The HSR platform would be accessed through an extension of ARTIC's existing pedestrian bridge from the northeast, or through an extension of two existing pedestrian tunnels on the western end of the ARTIC platforms. The new station building would be at the southern end of the pedestrian bridge. The existing Metrolink/Amtrak parking lot north of Angel Stadium would be reconfigured into a pick-up/drop-off area, connected to the existing access road from Katella Avenue. The existing pick-up/drop-off area and bus bays around the outside of the existing ARTIC building would be shared with HSR passengers. Because this project would include a new parking structure adjacent to State Route 57 and Katella Avenue, station-related parking and traffic access demands are not anticipated to result in changes in land use patterns at ARTIC.

Construction of the relocated Commerce and Buena Park Metrolink Stations would not affect existing passenger rail operations or parking at the existing stations. The relocated stations would be fully built first, and the existing stations would remain open and operational during construction. When the relocated stations are complete, there would be short-term closures of the track to tie the new tracks to the existing tracks.

Regarding transit connectivity, impacts on transit performance during operations is evaluated in Impact TR-15 in Section 3.2. Operation of the project would result in no conflicts with transit or facilities, and the project would improve continuous transit, performance, and safety. Operation of the project would also result in most at-grade rail crossings becoming grade separated, which would benefit transit facilities. For example, bus lines in the direct RSA that cross existing at-grade railroad crossings would operate with less delay because the railroad corridor would be completely grade separated as part of the project. This would be a beneficial effect of the project. Additionally, the Authority has a plan for continued long-term coordination with local transit agencies and cities for the Authority-designated contractor to develop transit connectivity plans for HSR station areas, and for connectivity to neighboring communities where high HSR ridership is projected, which is expected to reduce the overall demand for parking and traffic access at stations by facilitating alternative methods of station access (**LU-IAMF#2**). The plan includes the following components:

- Stations will be designed and built to enhance pedestrian, bicycle, and other shared ride access. Mobility features such as walking paths, bicycle lockers, and drop-off zones will be encouraged to improve access.
- The Authority will work with local transit agencies around stations to provide easy transfer and fare payment options and will install wayfinding signs, maps, and other techniques to identify local connections within HSR stations.
- In coordination with station cities, the Authority-designated contractor will identify street enhancements for pedestrian and bicycle access such as improved sidewalks, multi-use pathways, trails, bike lanes, and shared parking sites.
- Station space for taxis, private buses, and shared rides will be provided.

This strategy is expected to minimize the overall demand for parking and traffic access at stations by facilitating alternative methods of station access. **LU-IAMF#2** will also improve connections to HSR stations, minimizing the need for additional parking and traffic access and land use compatibility effects. Therefore, altered land use patterns and incompatibility are not anticipated as a result of increased traffic access demands at station sites.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B is the same as Shared Passenger Track Alternative A, except that the LMF location would be different. However, the LMF is not a station site. Therefore, impacts would be the same as described for Shared Passenger Track Alternative A.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts related to parking and traffic access demand would be similar to those of the Shared Passenger Track Alternatives within the station.

Two electrified passenger rail tracks would be added, for a total of four tracks through the station. Two tracks would serve the modified Metrolink side platforms; the two tracks added as part of the HSR station option would serve an HSR center platform in between the modified Metrolink side platforms. The HSR platform would be 1,000 feet long, with the capability for future extension to 1,410 feet. The new station facility at the platforms would be larger than the one for the Shared Passenger Track Alternatives, because it would serve both HSR and Metrolink passengers.

The HSR station option would also require more parking to be added to serve HSR passengers. Parking and pick-up/drop-off for HSR and Metrolink passengers would be combined within new surface parking lots. The HSR station option at Norwalk/Santa Fe Springs would provide 640 more parking spaces compared to what the Shared Passenger Track Alternatives would provide, for a total of 1,248 parking spaces. A new access road would be provided from Imperial Highway, along the eastern side of the site, to the Shoemaker Avenue/Adler Drive intersection, with new signalized intersections. Because the project would build out the additional parking demands of the project within the station site, additional acquisition of land outside the project footprint is not required for parking, and therefore altered land use patterns and incompatibility would not occur.

As evaluated in Section 3.2, project operation would result in permanent roadway impacts as a result of increased volumes and delays in proximity to the Norwalk/Santa Fe Springs HSR Station Option because of trips to and from the station area; these intersections and roadways would also be affected even without the HSR station option as a result of ambient growth throughout the network.

To address the increased amount of people accessing the Norwalk/Santa Fe Springs HSR Station Option area, the Authority will incorporate **LU-IAMF#2**, entailing long-term coordination with local transit agencies and cities for the Authority-designated contractor to develop transit connectivity plans for HSR station option areas and for connectivity to neighboring communities where high HSR ridership is projected. This planning and coordination is expected to reduce the

overall demand for parking and traffic access at stations by facilitating alternative methods of station access described in detail above as part of Shared Passenger Track Alternative A.

LU-IAMF#2 will also improve connections to HSR stations, minimizing the need for additional parking and traffic access and land use compatibility effects. Therefore, altered land use patterns and incompatibility are not anticipated as a result of increased traffic access demands at the Norwalk/Santa Fe Springs HSR Station Option. Refer to Section 3.2 for complete intersection and roadway segment analysis details.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts related to parking and traffic access demand would be similar to those of the Shared Passenger Track Alternatives within the station area.

A center HSR platform would be added west of the modified Metrolink/Amtrak platform, with a pedestrian ramp connecting the platforms.

An HSR station building and parking would also be added just south of Walnut Avenue between Highland and Richman Avenues, outside of the existing railroad right-of-way. The new parking structure would accommodate a total of up to 1,114 HSR parking spaces. This would be sufficient parking at the Fullerton HSR Station Option to accommodate projected parking demand, avoiding further changes to land use patterns.

As evaluated in Section 3.2, project operation would result in permanent roadway impacts as a result of increased volumes and delays in proximity to the Fullerton HSR Station Option because of trips to and from the station area; these intersections and roadways would also be affected even without the HSR station option as a result of ambient growth throughout the network.

To address the increased amount of people accessing the Fullerton HSR Station Option area, **LU-IAMF#2** would be incorporated, which would minimize the overall demand for parking and traffic access at stations by facilitating alternative methods of station access. This IAMF will also improve connections to HSR stations, minimizing the need for additional parking and traffic access and land use compatibility effects. Therefore, altered land use patterns and incompatibility are not anticipated as a result of increased traffic access demands at the Fullerton HSR Station Option. Refer to Section 3.2 for complete intersection and roadway segment analysis details.

CEQA Conclusion

The CEQA impact related to parking and traffic access demands at station sites during project operation would be less than significant. The project would replace the existing parking supply at station sites. **LU-IAMF#2** will address the impact of increased traffic access demands at HSR stations like proposed HSR station platform and facilities at ARTIC and the HSR station options because adequate parking would be provided at the station to meet the forecasted daily parking demand, and alternative methods of station access would reduce traffic at the stations. Therefore, CEQA does not require mitigation.

3.13.7 Mitigation Measures

Construction and operational impacts under the alternatives related to station planning, land use, and development would not result in significant adverse effects. Therefore, no mitigation measures would be required.

3.13.7.1 Early Action Projects

None of the early action projects that are evaluated as part of the project would result in significant impacts related to station planning, land use, and development under CEQA or an impact under NEPA. Therefore, no mitigation measures specific to early action projects are required.

3.13.8 NEPA Impacts Summary

This section summarizes the impacts of the Shared Passenger Track Alternatives and compares them to the anticipated impacts of the No Project Alternative.

3.13.8.1 No Project Alternative

The No Project Alternative represents the transportation system and major planned land use changes anticipated by 2040. Development pressures resulting from population shifts and employment growth in the indirect RSA would continue to lead to associated direct and indirect changes in land use and development. The No Project Alternative would result in a continuation of recent development trends. As discussed in Section 3.13.5, Affected Environment, cities and communities would continue to increase primarily industrial, residential, and commercial developments. Development under the No Project Alternative would result in similar types of impacts on land use and development as the Shared Passenger Track Alternatives. Planned residential, commercial, industrial, facilities, recreational, and transportation-related projects would lead to changes in land use and development from temporary and permanent construction activities, permanent conversion of existing land uses to transportation land uses, and indirect effects on the compatibility of adjacent land uses.

3.13.8.2 Shared Passenger Track Alternatives

Construction of the Shared Passenger Track Alternatives would result in the following impacts:

- **Impact LU-1:** Land would temporarily be used for construction staging, laydown, and fabrication areas. With incorporation of project design feature **LU-IAMF#3**, construction land use conversions, alterations, and disruptions will be temporary and will revert to preconstruction conditions once construction ceases, preventing altered land use patterns and incompatible adjacent land uses.
- **Impact LU-2:** Construction of the Shared Passenger Track Alternatives would include activities (e.g., clearing, grading, track installation) that would generate increased noise levels, dust and other air pollutants, and traffic, and result in indirect impacts on land use patterns and incompatibility. With incorporation of project design features **AQ-IAMF#1**, **NV-IAMF#1**, **TR-IAMF#2**, and **SOCIO-IAMF#1**, these temporary disruptions and hardship on adjacent commercial and residential areas will be addressed, preventing altered land use patterns and incompatibility.
- **Impact LU-3:** Construction of the Shared Passenger Track Alternatives would include construction of aerial structures, overcrossings, and undercrossings that could result in impacts on land use patterns and incompatibility through permanent roadway closures and modifications to roadway crossings. The project would not directly or indirectly result in altered land use patterns or adjacent incompatible land uses as a result of permanent roadway closures or modifications.
- **Impact LU-4:** Implementation of the Shared Passenger Track Alternatives would require acquisition and permanent conversion of approximately 240.17 acres for Shared Passenger Track Alternative A, and 278.85 acres of nontransportation-related land for Shared Passenger Track Alternative B that are not currently in transportation-related use. Construction of the project would occur within the existing established LOSSAN Corridor to the maximum degree feasible. Furthermore, although the project would convert nontransportation-related lands adjacent to the LOSSAN Corridor to transportation uses, these acquisitions would not interfere with existing uses of adjacent land or induce the vacancy or abandonment of the businesses and properties on these adjacent lands.

Operation of the Shared Passenger Track Alternatives could result in impacts, which include:

- **Impact LU-5:** Because the project would not be introducing any new types of sounds, light, or glare to lands adjacent to the transportation uses because these properties have historically operated adjacent to the transportation corridor, there would not be any permanent alterations of land use patterns.

- **Impact LU-6:** Adequate parking would be provided at ARTIC for the HSR station to meet the projected daily parking demand. Project design feature **LU-IAMF#2** will further reduce the overall demand for parking at the HSR station by encouraging multimodal hubs and improving pedestrian access while minimizing the need for additional parking and traffic access and land use compatibility effects. Incorporation of **LU-IAMF#2** will ensure that station area development principles and guidelines, and local agency coordination, have been applied to station area planning prior to HSR operations.

Table 3.13-6 presents a comparison of the potential impacts of the project alternatives, followed by a summary of the impacts.

Table 3.13-6 Comparison of Project Alternative Impacts on Station Planning, Land Use, and Development

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact LU-1: Temporary Direct Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities	Construction would temporarily use land immediately adjacent to the rail right-of-way for construction staging, laydown, and fabrication areas, resulting in temporary use of existing land. Project features include requiring that the Authority-designated contractor restore affected lands to as close to their preconstruction condition as possible.	Similar to Shared Passenger Track Alternative A. Land use patterns around the 15th St LMF are mostly similar to those of the 26th St LMF. Therefore, with the LMF at 15th Street, land use patterns and incompatibility during construction would be generally similar to those of Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as the Shared Passenger Track Alternatives within the station area. Construction of the Fullerton HSR Station Option would be within a larger area than would be modified under the Shared Passenger Track Alternatives.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact LU-2: Temporary Indirect Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities	Land use incompatibility from construction could occur in urban areas within 0.5 mile of the project section. Temporary indirect impacts on land use patterns, including hardship on adjacent businesses and residences from increases in noise, dust, or changes in traffic patterns, would be addressed through project features.	Similar to Shared Passenger Track Alternative A. Land use patterns around the 15th St LMF are mostly similar to those of the 26th St LMF. Therefore, with the LMF at 15th Street, land use patterns and incompatibility during construction would be generally similar to those of Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact LU-3: Permanent Direct or Indirect Impacts on Land Use Patterns and Incompatibility as Result of Roadway Closures and Modifications	Construction would not result in altered land use patterns or adjacent incompatible land uses as a result of roadway closures or modifications.	Similar to Shared Passenger Track Alternative A. The LMF would be in an already developed area. A small segment of 16th St would be permanently closed because the land would be incorporated into the 15th St LMF; its closure would not change land use patterns or be incompatible with land use development patterns.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion	Shared Passenger Track Alternative A would entail permanent conversion of 240.17 acres of existing nontransportation land uses to transportation-related use. The project would not result in permanent impacts that would alter existing and planned land uses and would not convert land use to transportation uses adjacent to incompatible uses.	Similar to Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would entail permanent conversion of 278.85 acres of existing nontransportation land uses to transportation-related use. The project would not result in permanent impacts that would alter existing and planned land uses and would not convert land use to transportation uses adjacent to incompatible uses.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area. Inclusion of the Fullerton HSR Station Option would entail an additional 4.19 acres of land conversion to transportation use.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact LU-5: Permanent Alteration of Land Use Patterns from Increased Noise, Light, and Glare	Shared Passenger Track Alternative A would introduce new noise, light, and glare to the right-of-way, but adjacent and nearby land uses have historically been exposed to noise, light, and glare of current transportation operations. The project would not result in permanent alteration of land use patterns from increased noise, light, and glare.	Same as Shared Passenger Track Alternative A.	Similar impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as the Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites	The proposed relocations of the Commerce and Buena Park Metrolink Stations, and modifications to the Norwalk/Santa Fe Springs Metrolink Station, Fullerton Metrolink/Amtrak Station, and HSR facilities at ARTIC would not result in land use impacts from changes in parking and traffic access.	Same as Shared Passenger Track Alternative A.	Similar impacts as the Shared Passenger Track Alternatives within the station area. The Norwalk/Santa Fe Springs HSR Station Option would provide 640 more parking spaces compared to what the Shared Passenger Track Alternatives would provide, for a total of 1,248 parking spaces. A new access road would be provided from Imperial Highway, along the eastern side of the site. Therefore, altered land use patterns and incompatibility would not occur.	Similar impacts as the Shared Passenger Track Alternatives within the station area. Parking would be added just south of Walnut Avenue between Highland and Richman Avenues, outside of the existing railroad right-of-way. The new parking structure would accommodate a total of up 1,114 HSR parking spaces. Therefore, altered land use patterns and incompatibility would not occur.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

ARTIC = Anaheim Regional Transportation Intermodal Center; EIR/EIS = environmental impact report/environmental impact statement; HSR = high-speed rail; LMF = light maintenance facility; N/A = not applicable; NEPA = National Environmental Policy Act

3.13.9 CEQA Significance Conclusions

Table 3.13-7 summarizes CEQA determinations of significance for all construction and operational impacts for the Shared Passenger Track Alternatives.

Table 3.13-7 CEQA Significance Conclusions for Station Planning, Land Use, and Development Resources

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact LU-1: Temporary Direct Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities	Less than significant for both alternatives. The temporary direct impact on land use patterns and incompatibility during construction would be temporary, and the lands will be restored to their preconstruction state and would not result in altered land use patterns or incompatible adjacent land uses.	No mitigation measures are required	Not applicable	All alternatives and options
Impact LU-2: Temporary Indirect Impacts on Land Use Patterns and Incompatibility as Result of Construction Activities	Less than significant for both alternatives. Temporary disruptions and hardship on adjacent businesses and residential areas, preventing incompatible land uses, and changes in land use patterns would be addressed.	No mitigation measures are required	Not applicable	All alternatives and options
Impact LU-3: Permanent Direct or Indirect Impacts on Land Use Patterns and Incompatibility as Result of Roadway Closures and Modifications	Less than significant for both alternatives. The project would not directly result in altered land use patterns or adjacent incompatible land uses as a result of roadway closures or modifications.	No mitigation measures are required	Not applicable	All alternatives and options
Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion	Less than significant for both alternatives. There would be no permanent changes to land use patterns and land use incompatibility from land use conversion.	No mitigation measures are required	Not applicable	All alternatives and options
Operation				
Impact LU-5: Permanent Alteration of Land Uses Patterns from Increased Noise, Light, and Glare	Less than significant for both alternatives. There would be no permanent changes to land use patterns or incompatible land uses because of noise, lighting, or glare.	No mitigation measures are required	Not applicable	All alternatives and options

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites	Less than significant for both alternatives. The existing parking supply is adequate to meet the forecasted daily parking demand.	No mitigation measures are required	Not applicable	All alternatives and options

CEQA = California Environmental Quality Act