

3.4 COMMUNITIES, POPULATION, AND HOUSING

3.4.1 Regulatory Setting

3.4.1.1 California Relocation Act of 1969 and California Government Code Section 6018

The California's Government Code Section 7260, et seq., brings the California Relocation Act (California Act) into conformity with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The California Act applies if a public entity undertakes a project. The proposed project is not being undertaken by a federal agency or using federal funds. The California Act, which is consistent with the intent and guidelines of the Uniform Act, seeks to (1) ensure the consistent and fair treatment of owners of real property; (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts; and (3) promote confidence in the public land acquisitions. Owners of private property have state constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the "fair market value" of the property taken. "Market value" is considered to be the following:

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

3.4.2 Existing Conditions

The Study Area includes the six corridor cities. From west to east, these cities are: Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County, and Montclair in San Bernardino County.

3.4.2.1 Population and Employment

Table 3.4-1 shows projected population changes in the Study Area from 2008 to 2035. These population forecasts are based on the adopted Southern California Association of Governments (SCAG) 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) projections.

Based on the SCAG projections provided in Table 3.4-1, Pomona and Montclair will have the greatest population growth over the next 23 years. Additionally, the Study Area will experience greater population growth in comparison to the overall projected growth in Los Angeles County but less growth in comparison to San Bernardino County.

Table 3.4-1. Study Area and County Population Change (2008–2035)

City/County	Population (2008)	Forecasted Population (2035)	Forecasted Percentage Change (2008–2035)
Glendora	49,700	56,700	14%
San Dimas	33,400	35,600	7%
La Verne	31,100	35,600	14%
Pomona	149,100	197,400	32%
Claremont	34,800	37,900	9%
Montclair	36,000	43,900	22%
Study Area Cities	384,800	460,900	20%
Los Angeles County	9,778,000	11,353,000	16%
San Bernardino County	2,016,000	2,750,000	36%

Source: Growth Forecast (SCAG 2012)

http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf

Table 3.4-2 provides employment information for the Study Area from 2008 to 2035 based on the SCAG 2012 RTP projections. In 2008, approximately 142,400 jobs were located within the Study Area. Forecasts indicate that, by 2035, an additional 13,800 jobs will be located within the Study Area, a 10 percent increase from 2008. The largest current employment centers are Pomona and Claremont, and the greatest job growth is projected for La Verne and Claremont. The employment projections reflect the Study Area's existing and forecasted importance as a regional employment center. Furthermore, the numbers reflect the presence of stable employment providers, such as colleges and hospitals.

Table 3.4-2. Study Area and County Employment Change (2008–2035)

City/County	Employment (2008)	Forecasted Employment (2035)	Forecasted Percentage Change (2008–2035)
Glendora	12,300	13,500	10%
San Dimas	13,100	14,100	8%
La Verne	9,400	10,800	15%
Pomona	54,700	59,600	9%
Claremont	18,100	20,600	14%
Montclair	16,500	18,400	12%
Study Area Cities	142,400	156,200	10%
Los Angeles County	4,340,000	4,827,000	11%
San Bernardino County	701,000	1,059,000	51%

Source: Growth Forecast (SCAG 2012)

http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf

3.4.2.2 Housing Characteristics

Table 3.4-3 shows projected changes in the number of households for the Study Area from 2008 to 2035, based on the SCAG 2012 RTP projections.

Table 3.4-3. Study Area and County Housing Change (2008–2035)

City/County	Number of Households (2008)	Number of Households (2035)	Percentage Change (2008–2035)
Glendora	17,000	18,400	8%
San Dimas	12,000	12,900	8%
La Verne	11,300	12,900	14%
Pomona	38,500	48,900	27%
Claremont	11,600	12,600	9%
Montclair	9,300	11,600	25%
Study Area Cities	118,100	132,100	12%
Los Angeles County	3,228,000	3,852,000	19%
San Bernardino County	606,000	847,000	40%

Source: Growth Forecast (SCAG 2012)

http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf

As indicated in Table 3.4-3, Pomona and Montclair will have the greatest growth in the number of households over the next 23 years. Overall however, the Study Area will experience less housing growth than both Los Angeles County and San Bernardino County.

3.4.2.3 Acquisition and Displacement of Existing Uses

The project would be located primarily within the former Atchison, Topeka & Santa Fe Railway's Pasadena Line right-of-way, which Metro purchased in 1994 for transportation purposes. The right-of-way is now under the control of the Metro Gold Line Foothill Extension Construction Authority, according to the terms of the ~~Master Cooperative Property Trust Agreement~~ between Metro and the Construction Authority. The right-of-way and proposed acquisitions are detailed in Appendix C. The Los Angeles County portion of this right-of-way included in the project extends eastward from the Glendora-Azusa City limits to the Claremont-Montclair City limits.

The San Bernardino County portion of the right-of-way extends approximately 0.5-mile into the City of Montclair, where the project would use one of the two rail rights-of-way owned by the San Bernardino Associated Governments (SANBAG).

In addition, Metro owns several parcels along the corridor that were purchased to accommodate potential parking lots and stations. Some of these parcels are currently leased out to tenants. In addition, a few leases for off-street parking and storage are within the existing-right-of way.

In general, the Study Area is located within a developed urban area. Residential, commercial, industrial, and institutional (including public agencies and nonprofit organizations) land uses are located adjacent to the Metro and SANBAG rights-of-way. A more complete discussion of both local and regional land uses is included in the Land Use and Planning section of this EIR.

3.4.3 Environmental Impacts

3.4.3.1 Evaluation Methodology

To assess the types of potential displacement due to the Build Alternative, conceptual engineering plans for the proposed alignments, station options including parking facilities, TPSS sites, staging areas, and rights-of-way were reviewed. The drawings were overlaid on parcel boundary maps. When an acquisition occurs, it typically results in either a partial or full take of a parcel. A partial take would occur if a portion of the parcel is necessary to accommodate the project. A full take would occur under two circumstances: (1) when the majority of the property is required for the horizontal alignment because of insufficient right-of-way or the need to construct storage or maintenance facilities, and (2) when a severe loss of access reduces the useful operation of the property.

To assess impacts, the type of acquisition or easement was analyzed, as well as how much of the area on the parcels would be affected. All types of acquisitions would be subject to application of the Uniform Act guidelines, and acquisitions have an adverse effect if they displaced jobs, residents, or residences. Potential acquisitions are listed in Appendix C. Information used to conduct this analysis comes from a wide variety of sources. Statistics include those published by the U.S. Census Bureau, U.S. Department of Labor—Bureau of Labor Statistics, California Employment Development Department, the SCAG, and SANBAG. Local government web pages for the cities along the project corridor as well as Los Angeles County and San Bernardino County were consulted to obtain general economic information.

3.4.3.2 Impact Criteria

An impact on population, housing, and community is considered significant if the project would:

- Displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or businesses elsewhere
- Displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere
- Physically divide an established community
- Induce substantial population growth in an area, either directly or indirectly

To assess potential impacts of acquisitions and displacement, consideration was given to the following:

- Whether the acquisition would be permanent or temporary
- The type of acquisition required (full acquisition or easement)
- Whether the acquisition would include relocation
- Whether Metro-owned property is currently leased to a tenant who would be displaced

3.4.3.3 Short-Term Construction Impacts

No Build Alternative

Socioeconomics

Under the No Build Alternative, there would be no major capital investment in mass transit in the Study Area. Thus, this alternative would not result in construction impacts creating barriers or disruptions to existing uses, such as housing or businesses, because of temporary lane/road closures or other construction activities associated with the project. However, the No Build Alternative also would not result in the creation of project-related construction jobs. Therefore, under the No Build Alternative, no significant adverse or beneficial community, population or housing impacts would occur.

Acquisitions and Displacements

Under the No Build Alternative, there would be no major capital investment in mass transit in the Study Area. Therefore, the No Build Alternative would not result in any construction-related land acquisition impacts.

Transportation Systems Management (TSM) Alternative

Socioeconomics

Because the TSM Alternative would not include construction activities, therefore, the TSM Alternative would not result in adverse construction impacts. Therefore, under the TSM Alternative, no significant beneficial or adverse community and socioeconomic short-term impacts would occur.

Acquisitions and Displacement

Because the TSM Alternative would not include construction activities; therefore, it would not result in adverse short-term construction impacts, such as temporary construction easements or construction staging on nearby properties. Therefore, the TSM Alternative would not likely result in land acquisition impacts.

Build Alternative

Socioeconomics

Construction activities required to implement the Build Alternative project would include rehabilitating the existing railroad right-of-way, laying new tracks, installing an overhead power system and signal equipment, and constructing new flyovers, stations, station platforms, and parking facilities. Based on experience from construction of the Los Angeles to Pasadena, and currently from Pasadena to Azusa portions of the Gold Line, as well as other light rail transit (LRT) systems in California, there are no indicators that the construction process would result in substantial changes to the overall socioeconomic characteristics of adjacent communities.

No temporary construction easements would affect residents or homes in the Study Area, and no residents would be displaced as part of the project construction activities. Accordingly, there would be no change in existing population characteristics or community cohesion as a result of construction. The existing rail corridor already creates as a manmade division between communities; therefore, no new barriers restricting community interaction or inhibiting community cohesion would occur. While access across the rail corridor would be restricted at times, a traffic management plan (TMP) would be implemented to

address traffic and access issues during the construction period. The TMP would include provisions for coordinating with the local emergency response agencies, including the police and fire departments of the affected cities to develop alternate routes or adjust service areas, thereby allowing the departments to maintain emergency service coverage areas and response times during project construction (see Section 3.5). In addition to the TMP, Mitigation Measures S-1 through S-5 will be implemented to minimize construction impacts related to temporary access restrictions or loss of parking. These measures would reduce the construction-related socioeconomic impacts to a *less-than-significant* level.

The project would generate construction jobs. A large pool of construction labor is available in both Los Angeles County and San Bernardino County; therefore, it is anticipated that the local communities are likely to benefit from the creation of construction jobs, and this would be a beneficial impact. Construction employment would not result in people migrating from other regions into the Study Area or the Los Angeles or San Bernardino counties, and no substantial increase in the local or regional population would occur. Therefore, no significant adverse impacts would occur.

Acquisitions and Displacement

Construction activities would require road and lane closures, and the need for temporary construction easements and staging areas. The easements would only be located on a portion of two (2) parcels along the corridor. Appendix C lists the parcels that would be affected by temporary construction easements and identifies the locations of these parcels. Construction staging areas for assembling construction materials and equipment typically range from 1.0 to 1.5 acres, and their locations are arranged by the construction contractor. It is anticipated that the staging areas would be situated under or near the two flyovers, one in the City of Pomona and one in the City of San Dimas. However, impacts associated with construction easements and staging areas would be temporary and short-term and would not result in the permanent displacement of any residents or businesses. Once construction is completed, the parcels with easements and the staging areas would revert to their original condition and use. Temporary construction easements and construction staging areas could result in the loss of some off-street parking along the right-of-way; however, this loss of parking would be temporary and short-term. Implementation of the TMP and Mitigation Measures S-1 through S-5 would ensure that these impacts would be *less than significant*.

3.4.3.4 Long-Term Impacts

No Build Alternative

Socioeconomics

A substantial permanent change to the physical environment of the socioeconomic Study Area would not occur under the No Build Alternative, as no barrier, disruption, or displacement beyond existing conditions would occur in or near an established community or neighborhood within the Study Area. This alternative would not result in changes to population, housing, or employment characteristics of the communities.

Acquisitions and Displacements

The No Build Alternative would not include new construction; therefore, the No Build Alternative would not result in any land acquisition impacts or termination of right-of-way leases.

Transportation Systems Management (TSM) Alternative

Socioeconomics

The majority of improvements under the TSM Alternative would occur along existing roadways and transit corridors. There would be no substantial permanent change to the physical environment of the Study Area. As such, no barrier, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the Study Area. This alternative would not result in changes to population, housing, or employment; therefore, no impacts are anticipated.

Acquisitions and Displacements

The enhanced bus services and improvements under the TSM Alternative, including bus stations and shelters, would operate or be located on public street and sidewalk rights-of-way. No properties would be acquired outside these rights-of-way. The improvements would likely be designed to have minimal impacts on existing right-of-way leases. Therefore, the TSM Alternative is not anticipated to result in land acquisition impacts or the termination of right-of-way leases.

Build Alternative

Socioeconomics

Long-term potential impacts would generally be focused around the project's new LRT stations and parking facilities. The socioeconomic composition of the Study Area would remain unchanged by operation of the Build Alternative project.

The project would be located within an existing railroad right-of-way, which already acts as a barrier for a majority of the established communities or neighborhoods in the Study Area. Therefore, it would not divide or result in the isolation of an established community or neighborhood within the Study Area. It would not displace any residences and, therefore, would not create substantial displacement or result in changes to population or housing within the Study Area. The project would include closure of some crossings along the alignment in La Verne for safety reasons under California Public Utilities Commission's direction. However, the Metro right-of-way is an existing border within the communities, and other streets along the alignment would allow crossing the tracks. Thus, street closures would not result in the division of communities or affect population or housing.

Completion of the Build Alternative project would increase public transit ridership and improve accessibility to jobs. However, effects related to ridership changes would not be of sufficient magnitude to change the overall socioeconomic makeup of the cities in the Study Area because the Study Area is not predominantly dependent on public transit. In addition, the number of boardings would not be of sufficient magnitude to induce substantial changes in housing, employment, or the location and economic viability of commercial activities. As a result, the project would have no significant impacts on the overall long-term socioeconomic characteristics of the Study Area cities. The 2035 forecasted daily passenger boardings for the Build Alternative project are:

- Glendora Station—approximately 1,850
- San Dimas Station—approximately 1,800
- La Verne Station—approximately 1,850
- Pomona Station—approximately 3,000
- Claremont Station—approximately 2,850
- Montclair Station—approximately 6,450

Under the Build Alternative, no adverse socioeconomic impacts are anticipated.

Acquisitions and Displacements

To construct the project, 15 parcels would be acquired in part and 8 parcels would be acquired in full. These parcels are either vacant or occupied by commercial or industrial uses. No residences would be displaced. The project would potentially displace three businesses (a law office in the City of Glendora, a paper plant in the City of La Verne, and a facility manufacturing security safes in the City of Pomona). The preliminary physical locations of each affected parcel are shown on the map book sheets in Appendix C.

Some businesses and other uses currently encroach into the existing right-of-way; therefore, the Build Alternative project would result in modifications to or termination of leases where the existing right-of-way is constrained. In addition, some temporary structures located within existing rights-of-way in Pomona and Montclair would be removed. However, the Build Alternative project has been designed to minimize impacts on these structures and the off-street parking located within the right-of-way. Furthermore, where avoidance is not feasible, the Construction Authority would reconfigure parking on the affected parcels to minimize impacts. In addition, the project would be designed so that driveways and access to adjacent parcels would be maintained.

Currently, several annual or longer, leases are in effect within the existing right-of-way. These leases would be terminated to accommodate the LRT track, stations, TPSS locations, and parking facilities. The majority of the right-of-way leases allow Metro to terminate the leases upon advanced notification. The lessees that would be displaced by the project may be entitled to relocation assistance under the California Relocation Assistance Act. The qualification for assistance is dependent upon the specific lease agreement, such as a provision and acknowledgement of no entitlement to relocation benefits if the lease is terminated for a public transit project.

Metro has granted easements within the existing right-of-way for underground and aboveground utility and communications infrastructure, parking, and storage. These easements are anticipated to be accommodated in the project design, and the project would not result in the termination of any easements. The project would result in one permanent easement for an aerial pedestrian bridge between parking structure and station platforms in the City of Pomona.

In an effort to limit displacement, when feasible, property acquisitions would be partial acquisitions rather than full acquisitions. Similar to the Metro Gold Line Foothill Extension–Pasadena to Azusa project, all property acquisitions, relocation assistance and compensation would be handled and negotiated by the Construction Authority provided by Metro, as required by the California Relocation Assistance Act.

Where acquisition and relocation are unavoidable, the Construction Authority would follow the provisions of the California Relocation Assistance Act. All real property acquired by the Construction Authority would be appraised to determine its fair market value. Just compensation, which would not be less than the approved appraisal made to each property owner, would be offered by the Construction Authority. Each owner or business displaced as a result of the project would be given advanced written notice and informed of the eligibility requirements for relocation assistance and payments. In terms of displacement, conformity with the California Relocation Assistance Act would result in a *less-than-significant* impact.

3.4.3.5 Cumulative Impacts

Cumulative impacts would most likely arise from the combination of additional transit ridership and development around stations, which could include changes in land use. Potential cumulative impacts associated with changes in land use are discussed in Section 3.10. In general, land use changes in station areas associated with LRT service have already been accounted for by individual Cities' planning efforts. This planning typically calls for increased residential densities and/or commercial activity within walking distances of stations. These increases in density or activity would be consistent with the overall socioeconomic profile of the individual cities; no substantive changes would occur as the result of project LRT service. The City of Montclair has the greatest amount of forecasted change in its socioeconomic profile arising from planned development to the north and east of the proposed Montclair LRT station. As these changes arise from current planning and approval activities that recognize, but are not dependent on, proposed LRT service, the project would not result in a significant cumulative impact.

3.4.4 Mitigation Measures

3.4.4.1 Short-Term Construction Mitigation Measures

To address concerns related to access to properties during construction, the following preventive measures would be implemented as part of the Traffic Management Plan:

- **S-1**—Schedules for street closures shall be developed in consultation with each corridor city.
- **S-2**—Advance notice indicating when access will be closed or limited shall be posted on city streets.
- **S-3**—Signs indicating access routes and alternate access points, as well as announcing that affected businesses are open, shall be posted.
- **S-4**—Newspaper notices shall be placed to indicate street and access closures.
- **S-5**—The Construction Authority website shall include information regarding planned street and access closures.

3.4.4.2 Long-Term Mitigation Measures

The Build Alternative project would be implemented in compliance with the California Relocation Assistance Act. This compliance has been shown to reduce potential impacts to a *less-than-significant* level. No additional mitigation measures are required.

3.4.5 Level of Impact after Mitigation

With implementation of the identified mitigation measures the population, housing, and community impacts of the project would be *less than significant*.

