

4.13 Parklands and Other Community Facilities

This section identifies existing parklands and community facilities along and/or within 0.25 mile of either side of proposed project alignments, stations, and sites associated with construction activities and the project's potential to affect these facilities. Information in this section is based on the Parklands and Other Community Facilities Technical Memorandum prepared for the project contained in Appendix AA, Parklands and Other Community Facilities Technical Memorandum and Section 4(f) Evaluation, of this EIS/EIR.

This section has been updated since publication of the Draft EIS/EIR based on refinements to the Locally Preferred Alternative (LPA). A vertical line in the margin is used to show where revisions have occurred to this section since publication of the Draft EIS/EIR, excluding minor edits for consistency and correction of formatting and minor typographical errors. Since designation of an LPA, mitigation measures have been refined and confirmed for the LPA, which are listed in Section 4.13.4.2 below, based on input received during the Draft EIS/EIR public review period. No changes to the NEPA impact findings or CEQA impact determinations were identified as a result of refinements to the LPA that have occurred since publication of the Draft EIS/EIR. Mitigation measures listed for the LPA in this section have been carried forward and included in the Mitigation Monitoring and Reporting Program (MMRP) for the LPA, Chapter 8, of this Final EIS/EIR.

The analysis of potential parklands and other community facility impacts associated with the LPA is detailed below in Section 4.13.3.5.

4.13.1 Regulatory Framework

The following regulatory framework was used to guide the parkland and community facility impact evaluation: Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, Uniform Fire Code (UFC), Title 24 of the California Building Code (CBC), California Education Code (CEC), Los Angeles County General Plan, City of Los Angeles General Plan, Central City Community Plan, and Central City North Community Plan. More information regarding the regulatory and analytical framework is available in Appendix AA, Parklands and Other Community Facilities Technical Memorandum and Section 4(f) Evaluation.

NEPA does not have specific thresholds related to potential impacts on parklands and community facilities. In accordance with CEQA, a project would normally have a significant impact on parklands if it could:

- Result in substantial adverse physical impacts from new or physically altered government facilities, need for new or physically altered government facilities, and construction that could cause significant environmental impacts to maintaining acceptable service ratios, response times, or other performance objectives for parks.
- Increase the use of existing neighborhood and regional parks or other regional facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require construction or expansion of recreational facilities that might have a physical effect on the environment.

As indicated in the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006), significant impacts to community/public facilities would occur if the project could:

- Result in substantial adverse physical impacts associated with providing new or physically altered governmental facilities, need for new or physically altered governmental facilities, and construction that could cause significant environmental impacts to maintaining acceptable service ratios, response times, or other performance objectives for police protection, fire protection, schools, or other public facilities.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.13.2 Affected Environment

An inventory was conducted of parklands and community facilities located within 0.25 mile of the proposed Regional Connector Transit Corridor project alignments. Results of the inventory are summarized below. Table 4.13-1 summarizes the number of parklands and community facilities located within 0.25 mile of the proposed project alignments. The parklands and community facilities that service the area or are within 0.25 mile of the proposed project alternatives alignments and stations (including the LPA) are detailed in Figures 4.13-1 through 4.13-12 and Tables 4.13-2 through 4.13-4. Detailed information regarding the existing parklands and community facilities within the project area is available in Appendix AA, Parklands and Other Community Facilities Technical Memorandum and Section 4(f) Evaluation.

**Table 4.13-1. Summary of the Parklands and Community Facilities
Located Within 0.25 Mile of the Alternative Alignments
(including the Locally Preferred Alternative)**

Facility Type	Project Alternatives			
	TSM	At-Grade Emphasis LRT	Underground Emphasis LRT	LPA
Parks	5	5	5	5
Recreational Facilities	7	6	6	6
Police Services	4	3	3	3
Fire Services	2	2	2	2
Libraries	5	5	4	4
Day-Care and Pre-School	8	5	6	7
Public Elementary and Middle Schools	0	0	0	0
Public High Schools	9	2	2	2
Colleges, Universities, & Trade Schools	12	8	9	10
Private Schools	0	0	0	0
Government Offices	14	13	12	12
Medical Facilities	1	1	1	1
Religious Facilities	12	10	11	10
Museums	7	6	4	5

Source: CDM, 2009

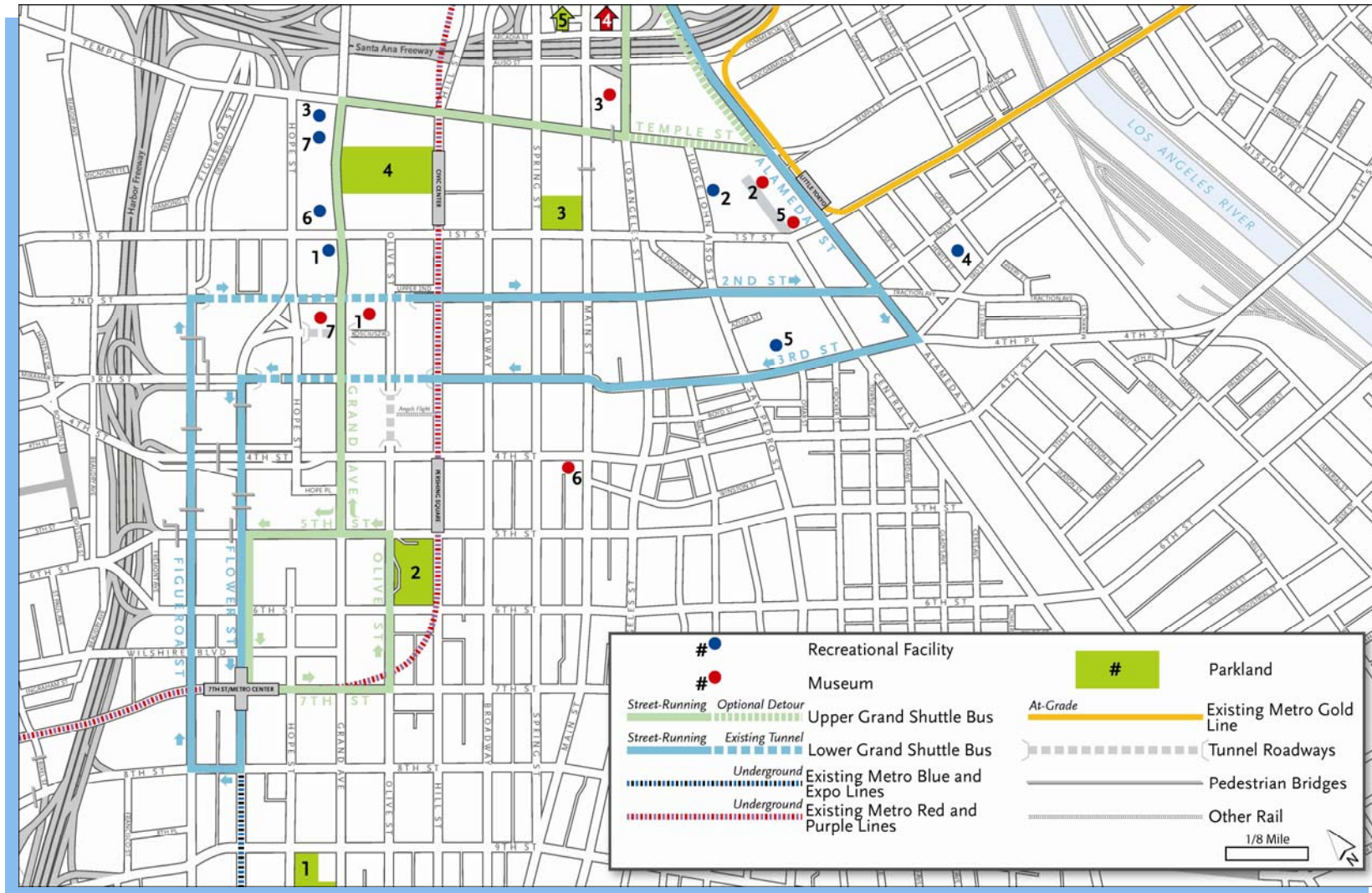


Figure 4.13-1. Parklands and Recreational Resources – TSM Alternative

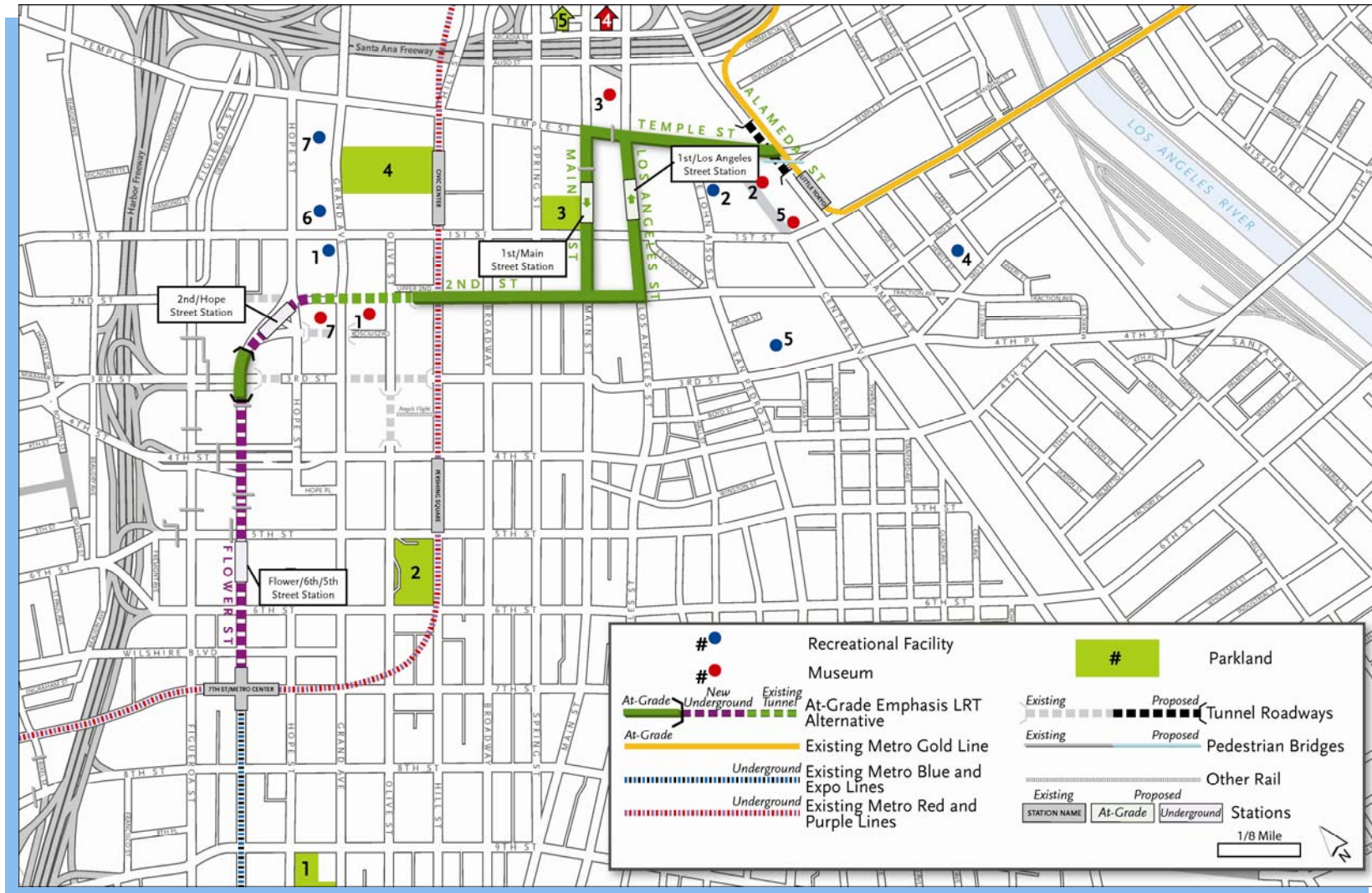


Figure 4.13-2. Parklands and Recreational Resources – At-Grade Emphasis LRT Alternative

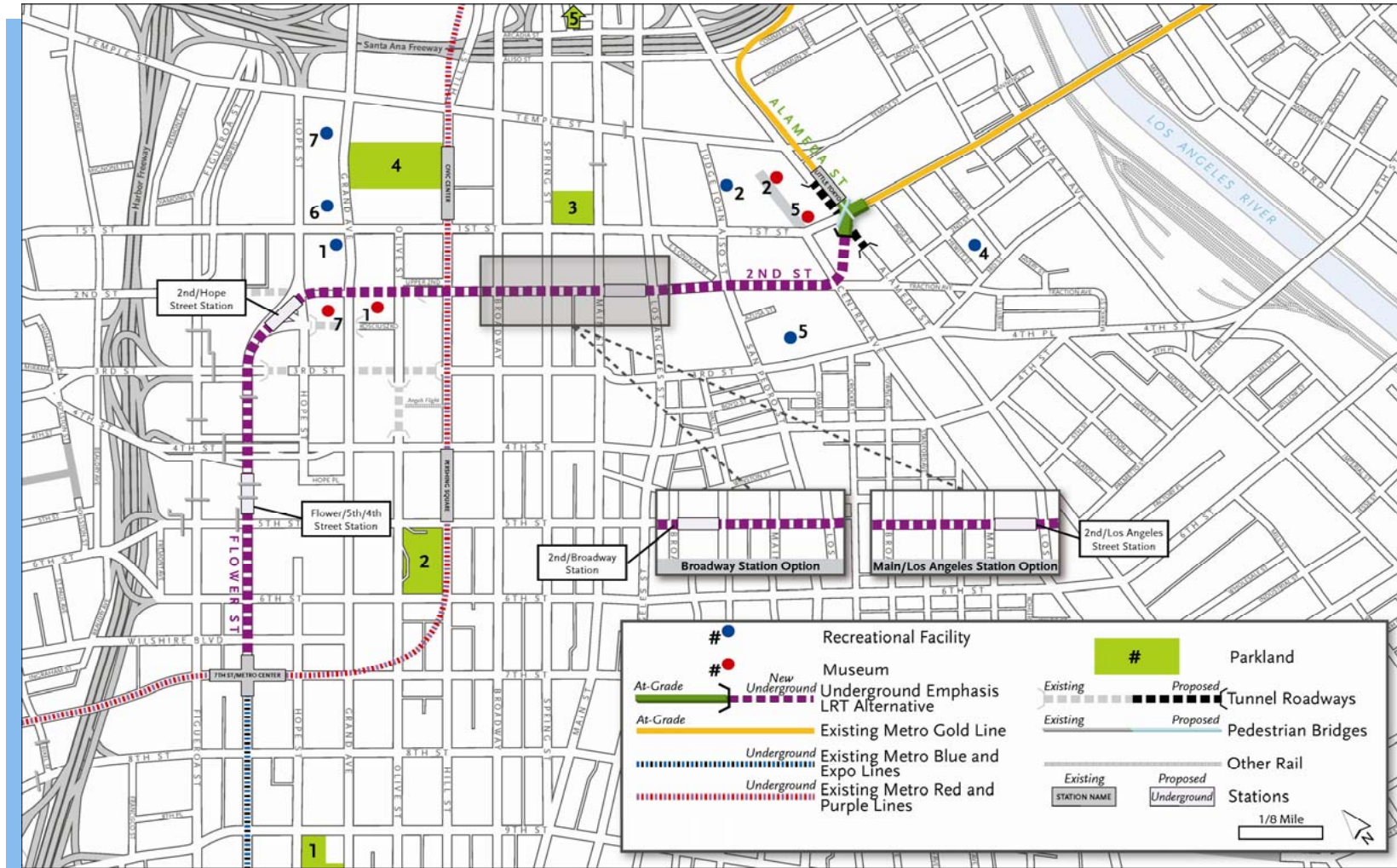


Figure 4.13-3. Parklands and Recreational Resources – Underground Emphasis LRT Alternative

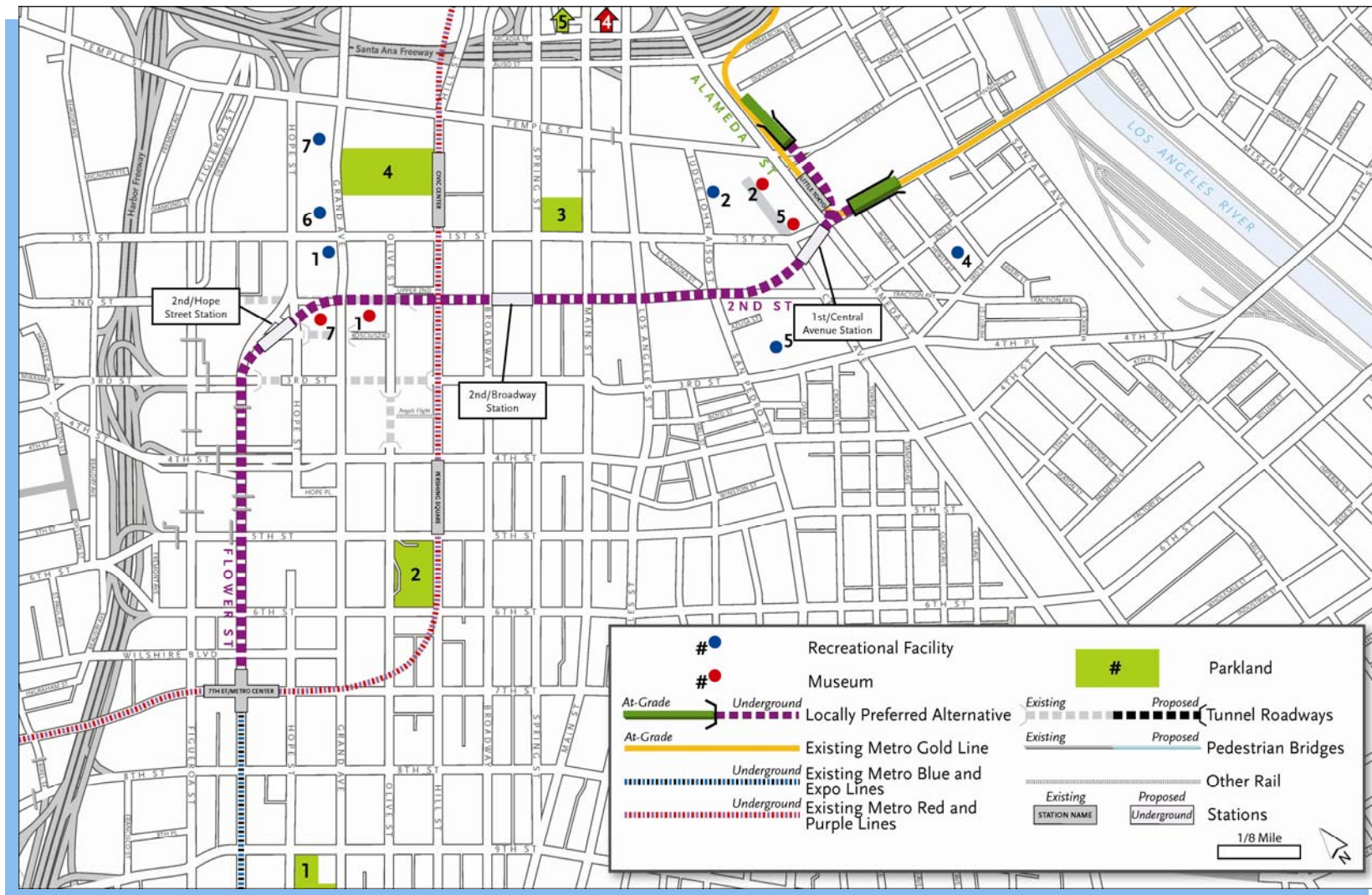


Figure 4.13-4. Parklands and Recreational Resources – Locally Preferred Alternative

**Table 4.13-2. Parklands and Recreational Resources
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative)**

Map No ¹	Name	Type of Facility	Approx Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles ²)
Parklands						
1	Grand Hope Park	Special Features: <ul style="list-style-type: none"> Decorative sidewalks 2 fountains Clock tower Pergolas Children’s play area Displays of various artists’ work 	2.5	919 S. Grand Avenue	City of Los Angeles	0.16 ALRT 0.16 ULRT 0.16 LPA 0.16 LTSM 0.25 UTSM
2	Pershing Square	Special Features: <ul style="list-style-type: none"> Ice Skating Rink (seasonal) Stage Sunken Amphitheatre Other Programs: <ul style="list-style-type: none"> Earth Day Shakespeare in the Park Special Events Concert St. Patrick’s Day Parade 	5.0	532 S. Olive Street	City of Los Angeles	0.24 ALRT 0.24 ULRT 0.24 LPA 0.24 LTSM 0.01 UTSM
3	City Hall South Lawn Park	Landscaped grounds of City Hall	4.0	200 N. Main Street	City of Los Angeles	0.04 ALRT 0.14 ULRT 0.14 LPA 0.14 LTSM 0.13 UTSM
4	Civic Center Mall/Future Civic Park	Special Features: <ul style="list-style-type: none"> Large fountain Multi-story parking garage for county employees underneath Coffee shop 	5.0	Block bounded by S. Hill Street, S. Grand Avenue, W. 1 st Street, and W. Temple Street	County of Los Angeles	0.14 ALRT 0.14 ULRT 0.14 LPA 0.14 LTSM 0.01 UTSM
5	Los Angeles Plaza Park	Special Features: <ul style="list-style-type: none"> Part of El Pueblo de Los Angeles (see Museums) Restaurants and Shops Olvera Street 	7.0	125 Paseo de la Plaza	City of Los Angeles	0.25 ALRT 0.25 ULRT 0.25 LPA 0.10 LTSM 0.01 UTSM

**Table 4.13-2. Parklands and Recreational Resources
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Type of Facility	Approx Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles ²)
Museums						
1	Museum of Contemporary Art (MOCA)	Museum devoted to contemporary art	N/A	250 S. Grand Avenue	City of Los Angeles	0.09 ALRT 0.09 ULRT 0.09 LPA 0.03 LTSM 0.04 UTSM
2	The Geffen Contemporary at MOCA	Museum devoted to contemporary art, it is part of MOCA	N/A	152 N. Central Avenue	City of Los Angeles	0.09 ALRT 0.09 ULRT 0.09 LPA 0.03 LTSM 0.04 UTSM
3	Los Angeles Children's Museum	Not open to the public yet. Beginning fabrication of exhibits.	1.3	310 N. Main Street	Private	0.06 ALRT 0.32 ULRT 0.28 LPA 0.18 LTSM 0.03 UTSM
4	El Pueblo de Los Angeles State Historical Monument	A living museum whose role is as a historic and symbolic heart of the City Attractions include: <ul style="list-style-type: none"> • Avila Adobe • Chinese American Museum • Plaza Firehouse Museum • Sepulveda House • Italian Hall Museum • Pico House • Olvera Street 	44.0	500 Block of N. Main Street	City of Los Angeles	0.24 ALRT 0.50 ULRT 0.20 LPA 0.08 LTSM 0.03 UTSM
5	Japanese American National Museum	Museum to promote understanding and appreciation of America's ethnic and cultural diversity by sharing the Japanese American experience.	N/A	369 E. 1 st Street	Private	0.13 ALRT 0.02 ULRT 0.02 LPA 0.01 LTSM 0.13 UTSM

**Table 4.13-2. Parklands and Recreational Resources
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Type of Facility	Approx Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles ²)
6	Museum of Neon Art (MONA)	Museum to encourage learning and curiosity through the preservation, collection, and interpretation of neon art.	N/A	136 W. 4 th Street	Private	0.26 ALRT 0.26 ULRT 0.26 LPA 0.13 LTSM 0.35 UTSM
7	Future Broad Art Foundation Museum (currently under construction)	Art museum currently under construction on Bunker Hill	N/A	Block bounded by 2 nd Street, Grand Avenue, Hope Street, and General Thaddeus Kosciuszko Way	Private	<0.01 ALRT <0.01 ULRT <0.01 LPA 0.01 LTSM 0.01 UTSM
Recreational Facilities						
1	The Walt Disney Concert Hall	Concert House, Los Angeles Music Center	3.6	111 S. Grand Avenue	County of Los Angeles	0.06 ALRT 0.06 ULRT 0.06 LPA 0.04 LTSM 0.08 UTSM
2	Union Center for the Arts	Exhibition space for LA Artcore where new and original art works are displayed each month.	N/A	120 Judge John Aiso Street	Private	0.10 ALRT 0.14 ULRT 0.14 LPA 0.14 LTSM 0.10 UTSM
3	Ahmanson Theatre	Performance Center	N/A	135 N. Grand Avenue	County of Los Angeles	0.29 ALRT 0.29 ULRT 0.29 LPA 0.29 LTSM 0.03 UTSM
4	Maryknoll Shotokan Karate Club	Non-profit organization dedicated to teaching traditional karate.	N/A	222 S. Hewitt Street	Private	0.20 ALRT 0.20 ULRT 0.10 LPA 0.16 LTSM 0.34 UTSM

**Table 4.13-2. Parklands and Recreational Resources
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Type of Facility	Approx Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles ²)
5	Japanese American Cultural and Community Center	Mission is to present, perpetuate, transmit and promote Japanese and Japanese American arts and culture to diverse audiences, and to provide a center to enhance community programs.	N/A	244 S. San Pedro Street, Suite 505	Private	0.13 ALRT 0.07 ULRT 0.07 LPA 0.07 LTSM 0.13 UTSM
6	Dorothy Chandler Pavilion	Concert House, Los Angeles Music Center	N/A	135 N. Grand Avenue	County of Los Angeles	0.14 ALRT 0.14 ULRT 0.14 LPA 0.14 LTSM 0.03 UTSM
7	Mark Taper Forum	Performance Center	N/A	135 N. Grand Avenue	County of Los Angeles	0.25 ALRT 0.25 ULRT 0.25 LPA 0.25 LTSM 0.04 UTSM
	Maguire Gardens (See Central Library in Table 4.13-3) ³					
	Fletcher Bowron Square (See City Hall East in Table 4.13-3) ³					

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-1 through 4.13-4.

² Distance to At-Grade Emphasis LRT (ALRT), Underground Emphasis LRT (ULRT), Locally Preferred Alternative (LPA), Transportation System Management (TSM) Lower Grand Shuttle Bus (LTSM) and TSM Upper Grand Shuttle Bus (UTSM) unless otherwise noted. Some distances may be greater than 0.25 mile since a facility would be included if it is within 0.25 of at least one of the proposed alignment and it may be farther away from other alignments.

³ Some resources are analyzed as part of public facilities where applicable (i.e., Maguire Gardens is analyzed as part of the Central Library, and Fletcher Bowron Square is analyzed as part of City Hall East). The Los Angeles River is within 0.25 mile of the LPA, but does not function as a recreational resource. Further details about this finding are available in Chapter 5. Chapter 5 evaluates the eligibility of the river as a 4(f) resource because waterways can be eligible under some circumstances such as recreational use.

Distances are approximate following a straight line from location to the alternative line.

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
Police Services³			
1	LAPD Parker Center	150 N. Los Angeles Street	<0.01 ALRT 0.14 ULRT 0.14 LPA 0.14 LTSM 0.12 UTSM
2	New LAPD Headquarters	100 W. 1 st Street	0.01 ALRT <0.01 ULRT <0.01 LPA 0.01 LTSM 0.17 UTSM
3	LAPD Central Division	251 E. 6 th Street	0.40 ALRT 0.40 ULRT 0.40 LPA 0.24 LTSM 0.70 UTSM
4	Los Angeles Federal Metropolitan Detention Center	535 N. Alameda Street	0.10 ALRT 0.20 ULRT 0.20 LPA 0.01 LTSM 0.01 UTSM
Fire Services			
1	Fire Station #3	108 N. Fremont Avenue	0.25 ALRT 0.25 ULRT 0.25 LPA 0.15 LTSM 0.25 UTSM
2	Fire Station #4	450 E. Temple Street	0.20 ALRT 0.20 ULRT 0.20 LPA 0.20 LTSM 0.20 UTSM

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
Libraries			
1	Little Tokyo Branch Public Library	203 S. Los Angeles Street	0.02 ALRT 0.01 ULRT 0.01 LPA 0.32 LTSM 0.02 UTSM
2	Los Angeles County Law Library	301 W. 1 st Street	0.13 ALRT 0.13 ULRT 0.13 LPA 0.13 LTSM 0.16 UTSM
3	Los Angeles Central Library (includes Maguire Gardens)	630 W. 5 th Street	0.09 ALRT 0.09 ULRT 0.13 LPA 0.09 LTSM 0.03 UTSM
4	Non-profit Resource Library	1000 N. Alameda Street, Ste 250	0.25 ALRT 0.25 ULRT 0.25 LPA 0.25 LTSM 0.02 UTSM
5	United States Court Library	312 N. Spring Street, #G8	0.08 ALRT 0.29 ULRT 0.29 LPA 0.29 LTSM 0.02 UTSM
Government Offices			
1a	Los Angeles City Hall	200 N. Spring Street	0.03 ALRT 0.20 ULRT 0.20 LPA 0.20 LTSM 0.07 UTSM
1b	City Hall East/Annex (includes Fletcher Bowron Square)	200 N. Main Street	<0.01 ALRT 0.11 ULRT 0.11 LPA 0.12 LTSM 0.01 UTSM

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
2	Los Angeles County Archives & Records Center	222 N. Hill Street	0.11 ALRT 0.25 ULRT 0.25 LPA 0.25 LTSM 0.03 UTSM
3	Los Angeles Superior Stanley Mosk Courthouse	110 N. Grand Avenue	0.15 ALRT 0.15 ULRT 0.15 LPA 0.15 LTSM 0.08 UTSM
4	Los Angeles Superior Stanley Mosk Courthouse	111 N. Hill Street	0.15 ALRT 0.15 ULRT 0.15 LPA 0.15 LTSM 0.14 UTSM
5	State of California Administrative Offices	300 S. Spring Street	0.13 ALRT 0.13 ULRT 0.13 LPA 0.01 LTSM 0.32 UTSM
6	State of California Department Offices	320 W. 4 th Street	0.26 ALRT 0.26 ULRT 0.26 LPA 0.13 LTSM 0.22 UTSM
7	Former Site of State of California Department Offices (Planned Federal Courthouse Site)	107 S. Broadway	0.09 ALRT 0.09 ULRT 0.09 LPA 0.09 LTSM 0.21 UTSM
8	United States Federal Government Offices	251 S. Olive Street	0.09 ALRT 0.09 ULRT 0.09 LPA 0.04 LTSM 0.07 UTSM

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
9	United States Federal Building (Roybal Center)	255 E. Temple Street	0.01 ALRT 0.23 ULRT 0.18 LPA 0.23 LTSM 0.03 UTSM
10	United States Federal Courthouse	312 N. Spring Street	0.06 ALRT 0.30 ULRT 0.30 LPA 0.30 LTSM 0.03 UTSM
11	Caltrans – District 7	100 S. Main Street	0.01 ALRT <0.01 ULRT <0.01 LPA 0.02 LTSM 0.25 UTSM
12	Los Angeles Superior Courthouse – Clara Shortridge Foltz Criminal Justice Center	210 W. Temple Street	0.10 ALRT 0.23 ULRT 0.23 LPA 0.23 LTSM 0.01 UTSM
13	Kenneth Hahn Hall of Administration	500 W. Temple Street	0.25 ALRT 0.23 ULRT 0.23 LPA 0.23 LTSM 0.01 UTSM
Medical Facilities			
1	Veterans Administration Los Angeles Ambulatory Care Center	351 E. Temple Street	0.02 ALRT 0.17 ULRT 0.15 LPA 0.05 LTSM 0.01 UTSM
Religious Facilities			
1	Third Church of Christ Scientist	730 S. Hope Street	0.10 ALRT 0.10 ULRT 0.10 LPA 0.10 LTSM 0.07 UTSM

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
2	Higashi Hongwanji Buddhist Temple	505 E. 3 rd Street	0.13 ALRT 0.13 ULRT 0.17 LPA ⁴ 0.12 LTSM 0.10 UTSM
3	Koyasan Buddhist Temple	342 E. 1 st Street	0.18 ALRT 0.05 ULRT 0.04 LPA ⁴ 0.04 LTSM 0.18 UTSM
4	Union Church of Los Angeles	401 E. 3 rd Street	0.19 ALRT 0.12 ULRT 0.12 LPA 0.01 LTSM 0.36 UTSM
5	Centenary United Methodist Church	300 S. Central Avenue	0.22 ALRT 0.22 ULRT 0.27 LPA ⁴ 0.09 LTSM 0.45 UTSM
6	St. Francis Xavier Chapel Japanese Catholic Center	222 S. Hewitt Street	0.19 ALRT 0.19 ULRT 0.15 LPA 0.13 LTSM 0.33 UTSM
7	Zenshuji Soto Mission	123 S. Hewitt Street	0.12 ALRT 0.13 ULRT 0.08 LPA 0.12 LTSM 0.23 UTSM
8	Nishi Hongwanji Buddhist Temple	815 E. 1 st Street	0.28 ALRT 0.20 ULRT 0.01 LPA 0.22 LTSM 0.28 UTSM

**Table 4.13-3. Public Services and Religious Facilities
Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Facility	Address	Proximity to Alignment (miles) ²
9	Jodo Shu North America Buddhist	442 E. 3 rd Street	0.13 ALRT 0.13 ULRT 0.16 LPA ⁴ 0.01 LTSM 0.36 UTSM
10	Vision Full Gospel Church	420 S. Grand Avenue	0.15 ALRT 0.15 ULRT 0.15 LPA 0.15 LTSM 0.01 UTSM
11	Church Federation of Southern California	401 E. 3 rd Street	0.01 ALRT 0.13 ULRT 0.13 LPA 0.13 LTSM 0.36 UTSM
12	Cathedral of Our Lady of the Angels	555 W. Temple Street	0.30 ALRT 0.30 ULRT 0.30 LPA 0.30 LTSM 0.01 UTSM

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-5 through 4.13-8.

² Distance to At-Grade Emphasis (ALRT), Underground Emphasis (ULRT), Locally Preferred Alternative (LPA), TSM Lower Grand Shuttle Bus (LTSM), and TSM Upper Grand Shuttle Bus (UTSM) unless otherwise noted. Some distances may be greater than 0.25 mile since a facility would be included if it is within 0.25 of at least one of the proposed alignment and it may be farther away from other alignments.

³ The Central Community Police Station of the Central Bureau serves the project area, but is not located within 0.25 mile of the proposed project alternatives (including the LPA).

⁴ Instead of the alignment continuing east underneath 2nd Street to Central Avenue under the Fully Underground LRT Alternative, the LPA would travel underneath 2nd Street at approximately the pedestrian signal to the JVP would veer northeast under privately held property and Central Avenue to 1st/Central Avenue station.

Distances are approximate following a straight line from location to the alternative line.

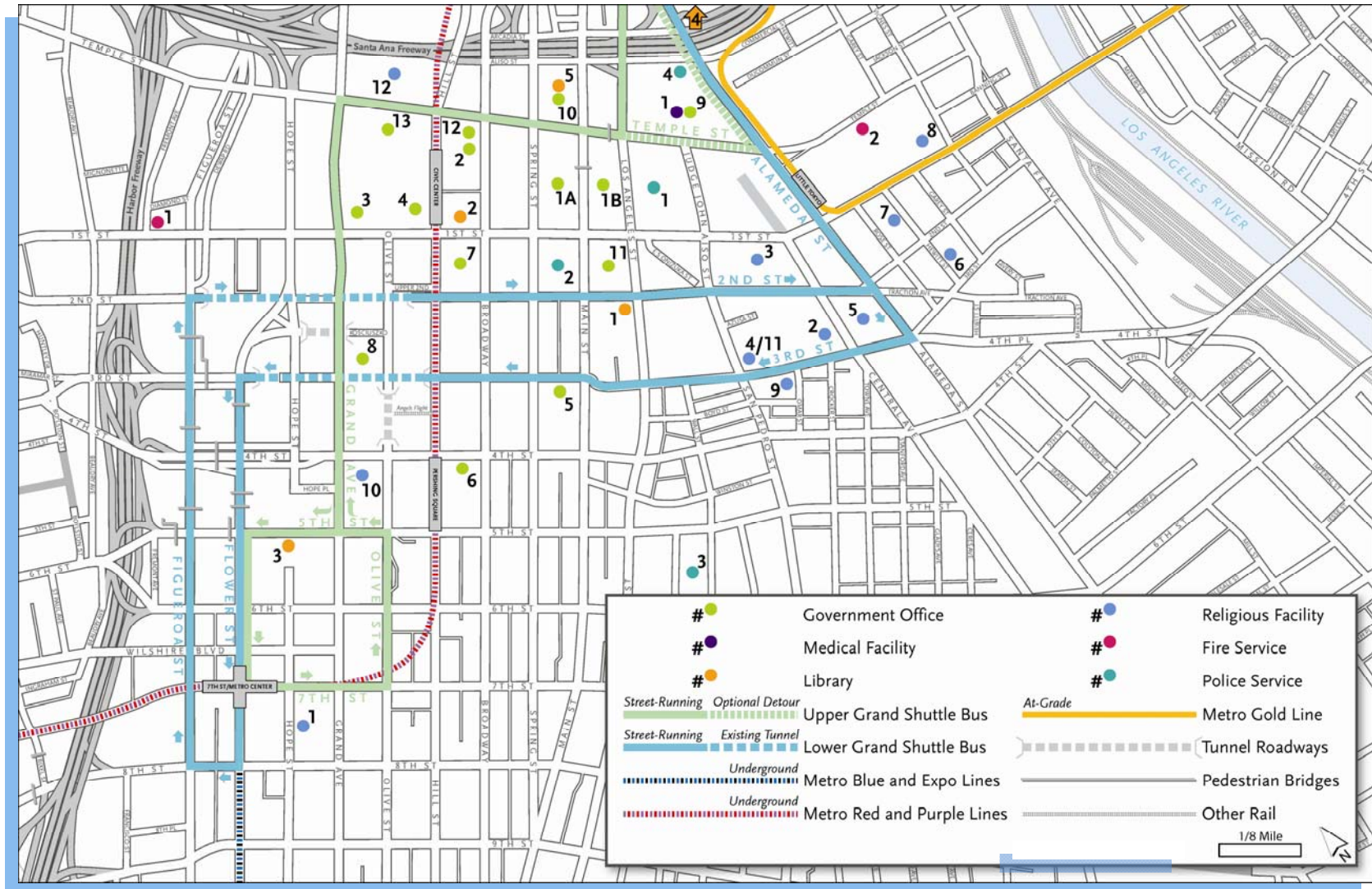


Figure 4.13-5. Public Services and Religious Facilities – TSM Alternative

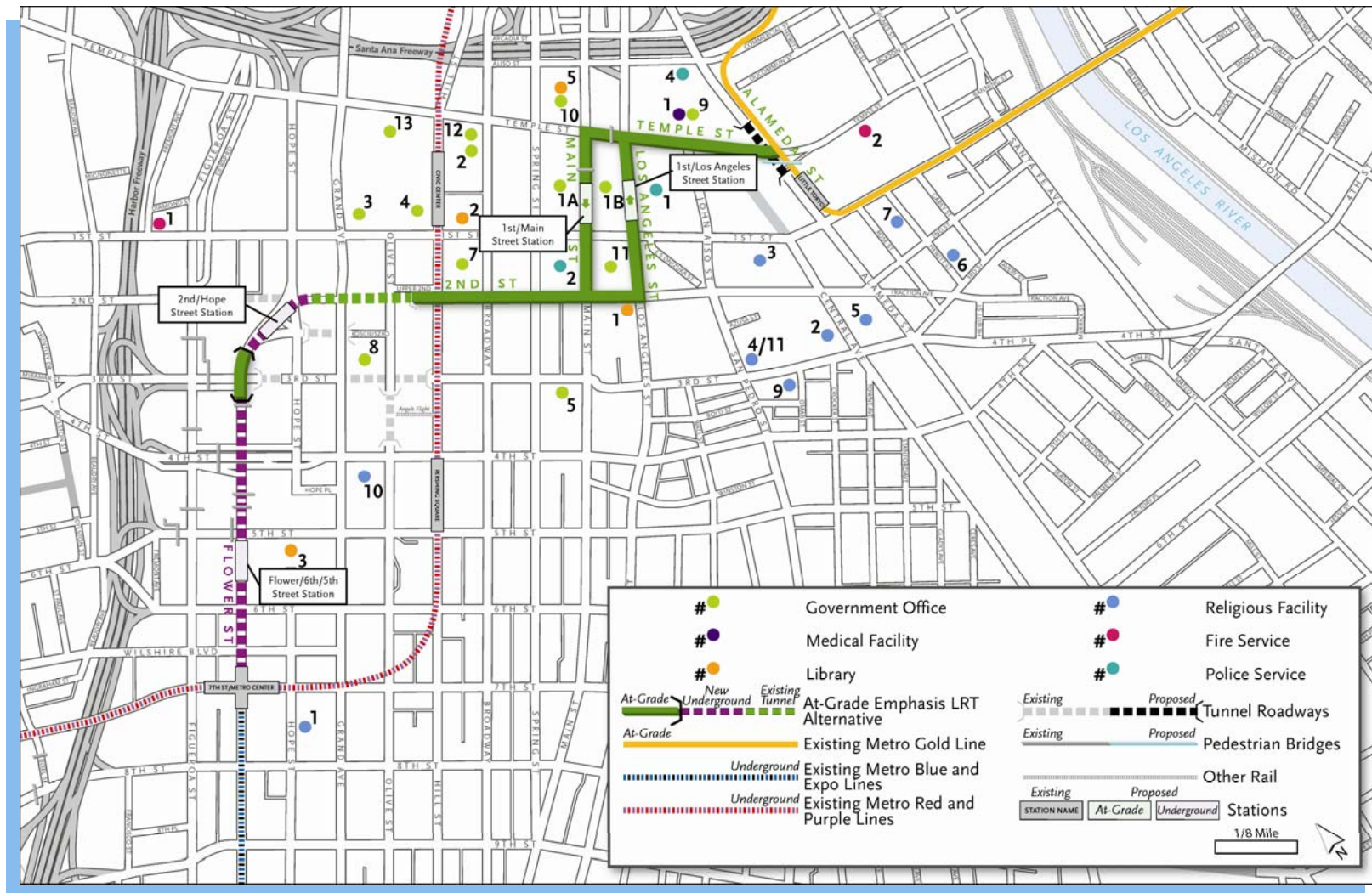


Figure 4.13-6. Public Services and Religious Facilities – At-Grade Emphasis LRT Alternative

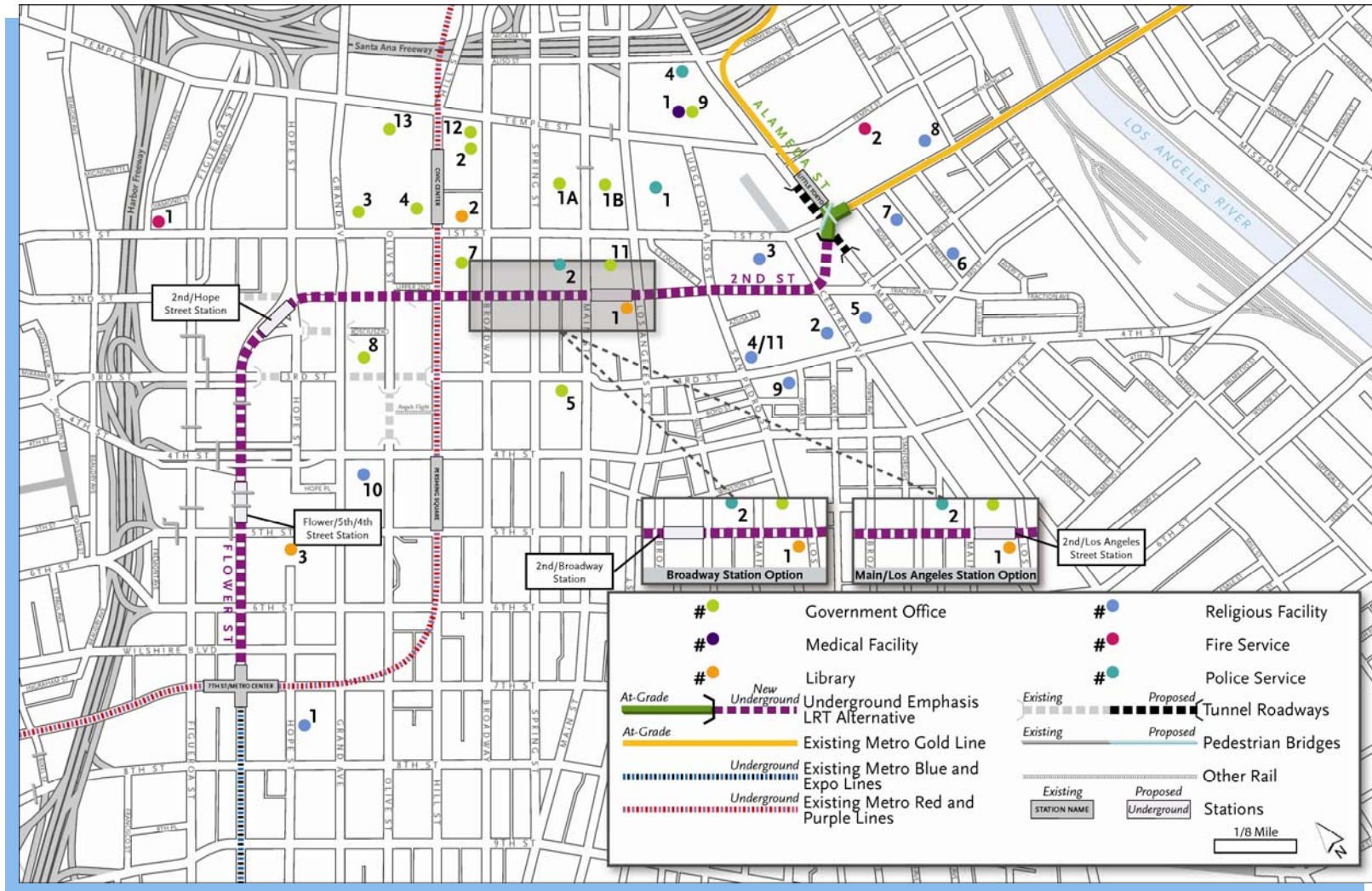


Figure 4.13-7. Public Services and Religious Facilities – Underground Emphasis LRT Alternative

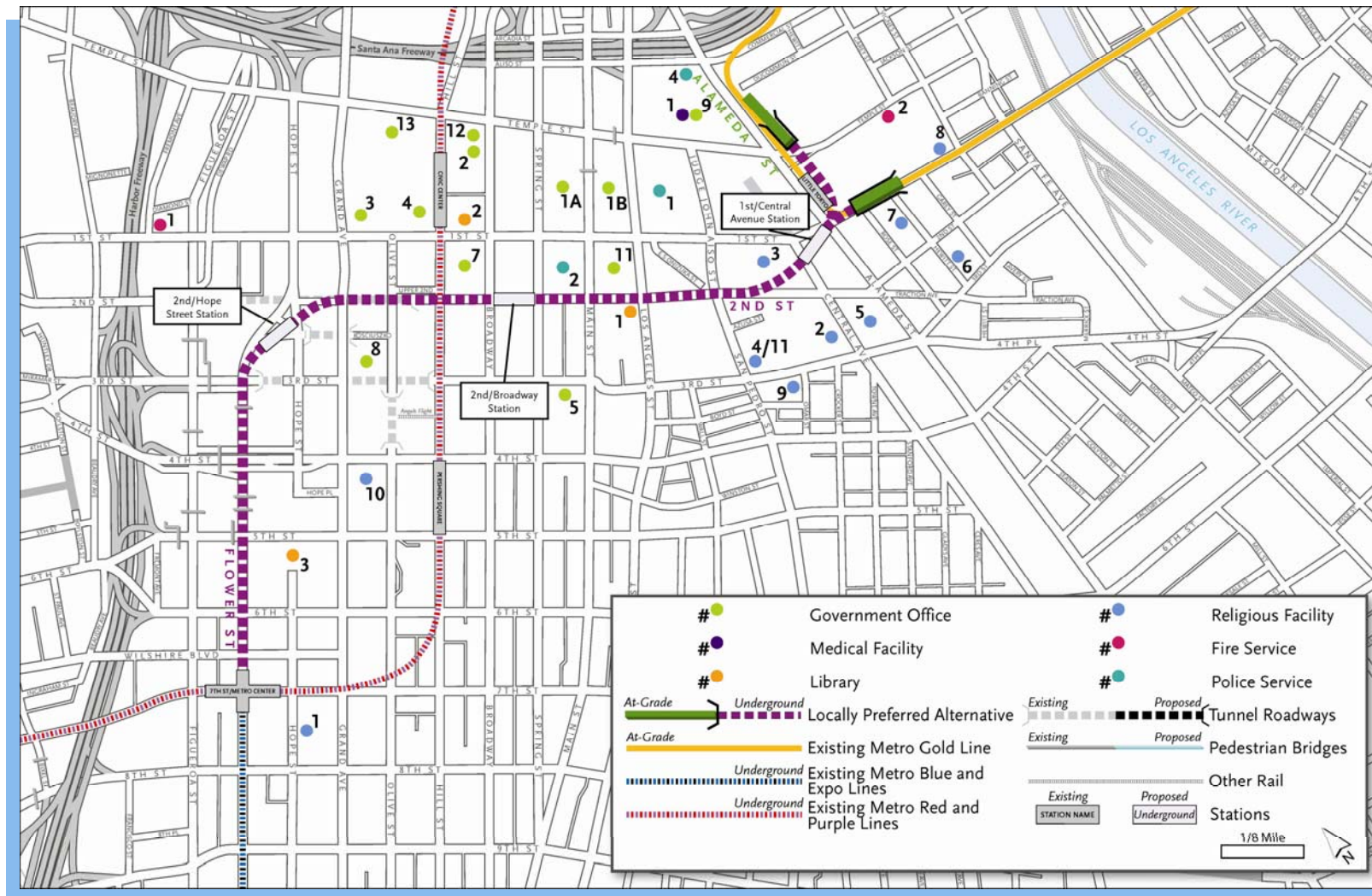


Figure 4.13-8. Public Services and Religious Facilities – Locally Preferred Alternative

**Table 4.13-4. Educational Facilities Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative)**

Map No ¹	Name	Location	Proximity to Alignment (miles) ²
Day Care and Preschools			
1	Nishi Hongwanji Child Development Center	815 E. 1 st Street	0.28 ALRT 0.20 ULRT 0.01 LPA 0.22 LTSM 0.28 UTSM
2	Lumbini Child Development Center	505 E. 3 rd Street	0.33 ALRT 0.08 ULRT 0.14 LPA ³ 0.02 LTSM 0.32 UTSM
3	Cal Tot Child Care Center - a Serendipity School	300 S. Spring Street	0.13 ALRT 0.13 ULRT 0.13 LPA 0.01 LTSM 0.41 UTSM
4	H. Pregerson Child Care Center	255 E. Temple Street	0.01 ALRT 0.26 ULRT 0.20 LPA 0.26 LTSM 0.01 UTSM
5	Grace Lino Child Care Center	231 E. 3 rd Street	0.12 ALRT 0.11 ULRT 0.11 LPA 0.03 LTSM 0.36 UTSM
6	Bright Horizons	550 S. Hope Street	0.15 ALRT 0.15 ULRT 0.15 LPA 0.10 LTSM 0.015 UTSM
7	Tiny DOTs – Early Education Center	100 S. Main Street, Suite 130	0.01 ALRT <0.01 ULRT <0.01 LPA 0.02 LTSM 0.25 UTSM

**Table 4.13-4. Educational Facilities Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles) ²
8	Joy Picus Child Development Center	111 E. 1 st Street	0.02 ALRT 0.13 ULRT 0.13 LPA 0.13 LTSM 0.13 UTSM
Public High Schools			
1	California Academy for Liberal Studies Early College High School	700 Wilshire Boulevard, 4 th Floor	0.07 ALRT 0.07 ULRT 0.07 LPA 0.07 LTSM 0.04 UTSM
2	Oscar de la Hoya Animo Leadership Charter High School	350 S. Figueroa Street, Suite 100	0.07 ALRT 0.07 ULRT 0.07 LPA 0.01 LTSM 0.23 UTSM
3	High School for the Visual and Performing Arts (formerly known as Central Los Angeles Area New High School #9)	450 N. Grand Avenue	0.40 ALRT 0.40 ULRT 0.40 LPA 0.40 LTSM 0.15 UTSM
College or Trade Schools			
1	The Colburn School of Performing Arts	200 S. Grand Avenue	0.02 ALRT 0.02 ULRT 0.02 LPA 0.02 LTSM 0.01 UTSM
2	The Colburn School Conservatory of Music	200 S. Grand Avenue	0.02 ALRT 0.02 ULRT 0.02 LPA 0.02 LTSM 0.01 UTSM

**Table 4.13-4. Educational Facilities Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles) ²
3	Chicago School of Professional Psychology	617 W. 7 th Street, 8 th Floor	0.12 ALRT 0.12 ULRT 0.12 LPA 0.12 LTSM 0.01 UTSM
4	Bukkyo University Los Angeles Extension	442 E. 3 rd Street	0.27 ALRT 0.12 ULRT 0.15 LPA ³ 0.01 LTSM 0.35 UTSM
5	Golden Gate University	725 S. Figueroa Street, Suite 1550	0.08 ALRT 0.08 ULRT 0.08 LPA 0.01 LTSM 0.08 UTSM
6	Fashion Institute of Design & Merchandising (FIDM)	919 S. Grand Avenue	0.19 ALRT 0.19 ULRT 0.19 LPA 0.19 LTSM 0.27 UTSM
7	University of Southern California (Annenberg School for Communication; Institute for Justice and Journalism; Western Knight Center for Specialized Journalism)	300 S. Grand Avenue, Suite 3950	0.02 ALRT 0.02 ULRT 0.02 LPA 0.02 LTSM 0.04 UTSM
8	University of Southern California (Marshall School of Business; Institute for Communication Technology Management; Sports Business Institute)	444 S. Flower Street, Suite 1000	0.08 ALRT 0.08 ULRT 0.08 LPA 0.04 LTSM 0.01 UTSM

**Table 4.13-4. Educational Facilities Within 0.25 Mile of the Project Alternatives
(including the Locally Preferred Alternative) (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles) ²
9	Southern California Institute of Architecture	960 E. 3 rd Street	0.35 ALRT 0.30 ULRT 0.20 LPA 0.30 LTSM 0.35 UTSM
10	University of California, Los Angeles (UCLA Extension at Figueroa Courtyard)	261 S. Figueroa Street	0.16 ALRT 0.16 ULRT 0.16 LPA 0.02 LTSM 0.23 UTSM

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-9 through 4.13-12.

² Distance to At-Grade Emphasis (ALRT), Underground Emphasis (ULRT), Locally Preferred Alternative (LPA), TSM Lower Grand Shuttle Bus (LTSM), and TSM Upper Grand Shuttle Bus (UTSM) unless otherwise noted. Some distances may be greater than 0.25 mile since a facility would be included if it is within 0.25 of at least one of the proposed alignment and it may be farther away from other alignments.

³ Instead of the alignment continuing east underneath 2nd Street to Central Avenue under the Fully Underground LRT Alternative, the LPA would travel underneath 2nd Street at approximately the pedestrian signal to the JVP would veer northeast under privately held property and Central Avenue to 1st/Central Avenue station.
Distances are approximate following a straight line from location to the alternative line.

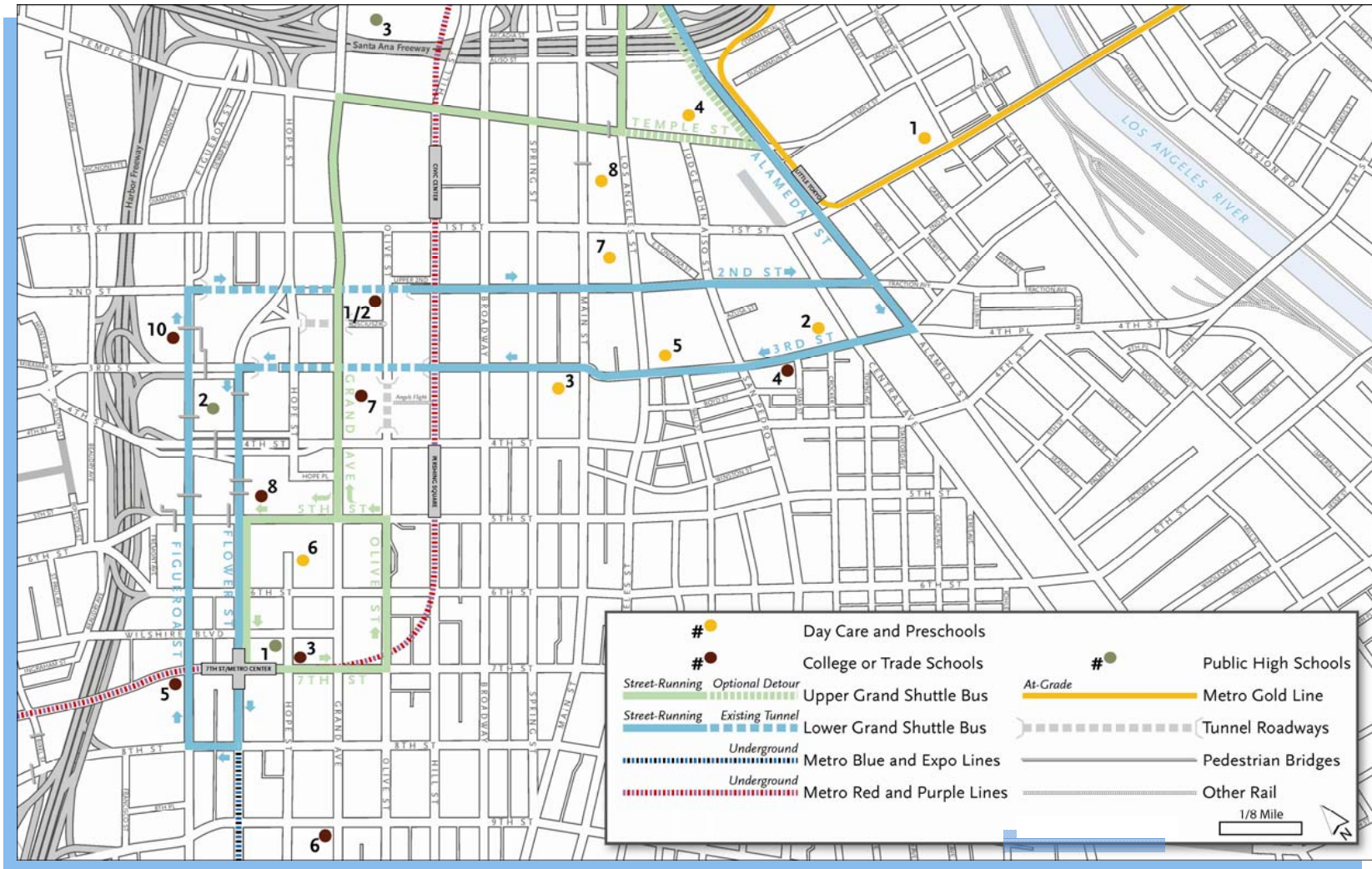


Figure 4.13-9. Educational Facilities – TSM Alternative

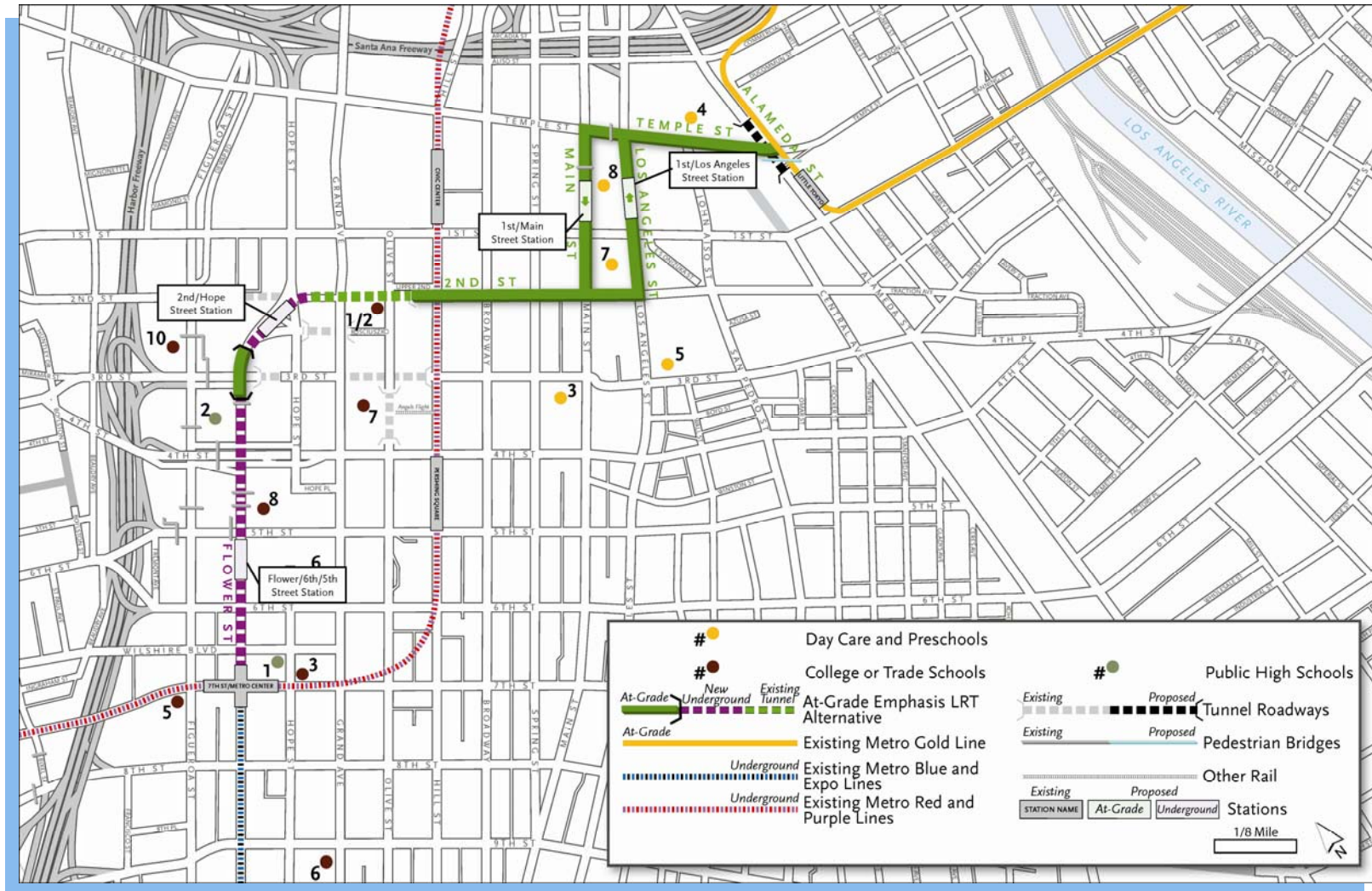


Figure 4.13-10. Educational Facilities – At-Grade Emphasis LRT Alternative

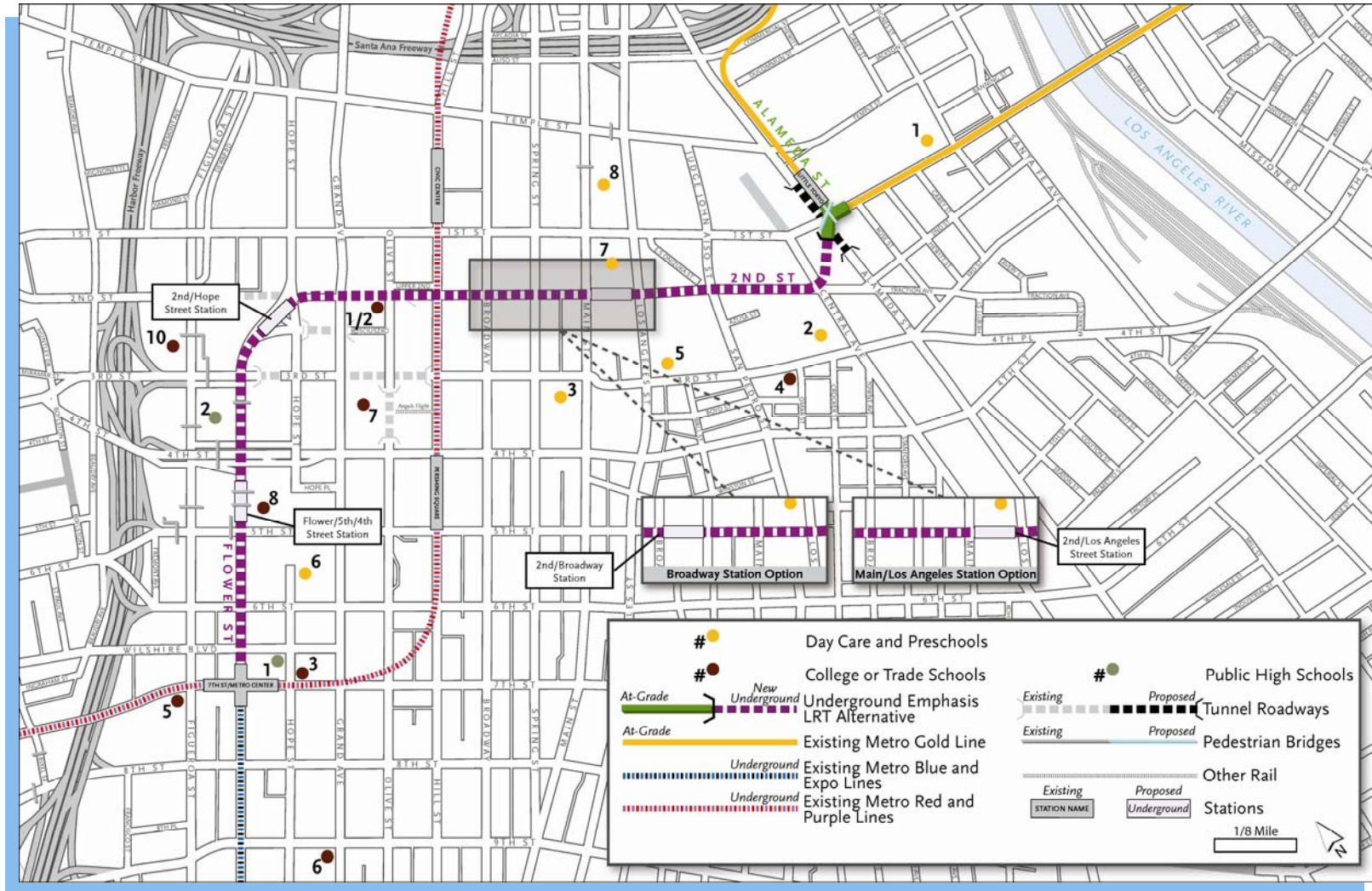


Figure 4.13-11. Educational Facilities – Underground Emphasis LRT Alternative

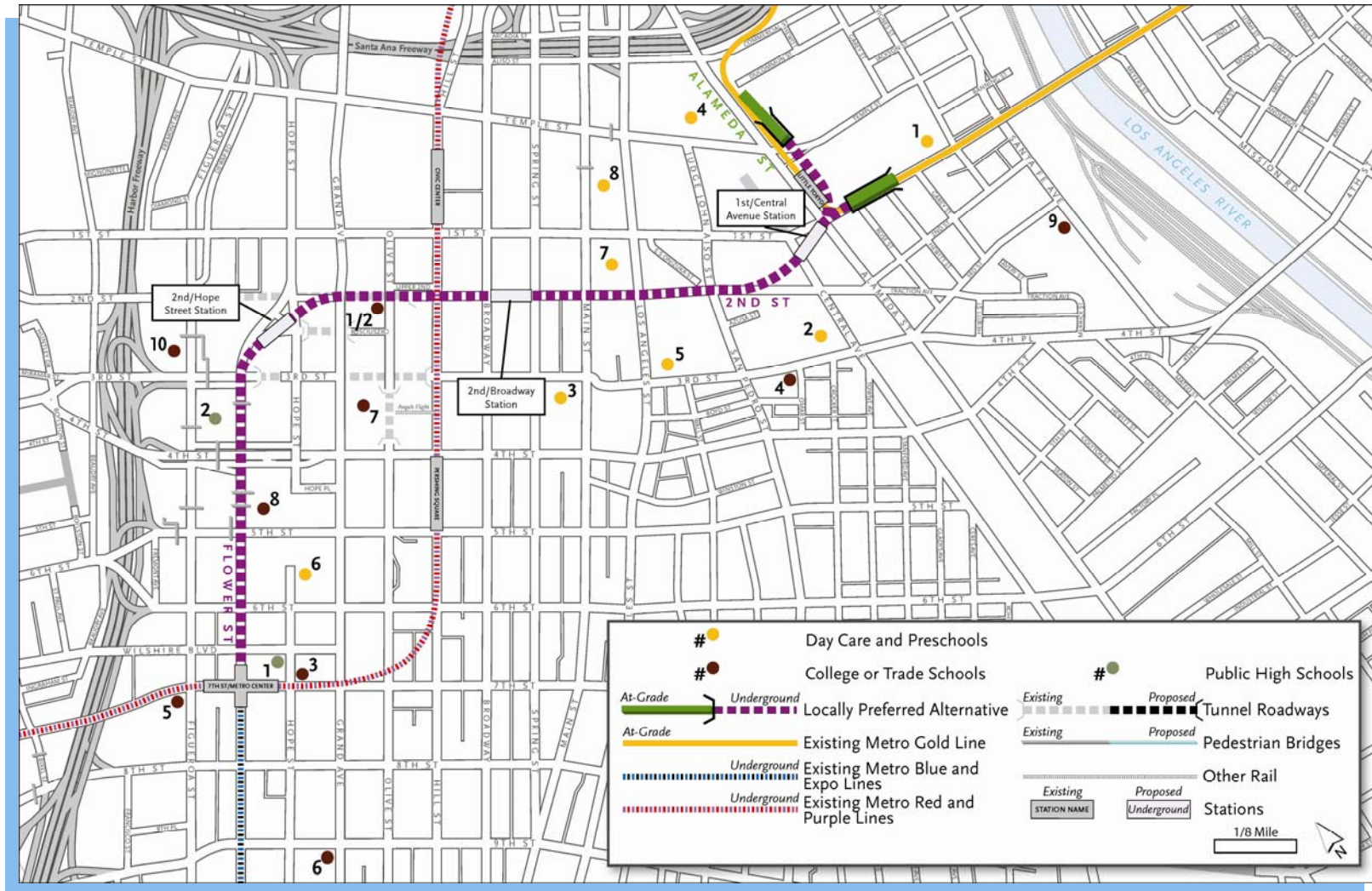


Figure 4.13-12. Educational Facilities – Locally Preferred Alternative

4.13.3 Environmental Impacts/Environmental Consequences

The following sections summarize the evaluation of potential parkland and community facility impacts for each alternative. Impact conclusions for all of the alternatives are based on the thresholds identified above in Section 4.13.1. Table 4.13-5 summarizes the results of the analysis.

Table 4.13-5. Summary of Potential Impacts to Parklands and Other Community Facilities

Alternative	Parklands ¹	Deteriorate Condition ²	New or Expanded Facilities ³	Emergency Response Time ⁴	Mitigation Measures
No Build	None	None	None	None	None
TSM	None	None	None	None	None
At-Grade Emphasis LRT	None	None	None	Potential significant impact near Temple and Alameda Streets avoided through coordination	None
Underground Emphasis LRT	None	None	None	Beneficial impact near Alameda and 1 st Streets	None
LPA ⁵	None	None	None	None	None

Notes:

- ¹ A direct impact could occur if a park or recreational facility were to be acquired, an easement obtained, or access blocked to the park.
- ² An impact would occur if use of a facility is increased to the extent that substantial physical deterioration of the facility would occur or be accelerated.
- ³ An impact would occur if the use of a facility is increased to the extent that expansion or construction of new facilities is required.
- ⁴ An impact could occur if there is an effect on emergency response times.
- ⁵ Parklands and other community facilities potentially impacted by the LPA (which only includes three stations) would be less than or equal to the parklands and other community facilities impacted by the Fully Underground LRT Alternative (which included four stations).

4.13.3.1 No Build Alternative

The No Build Alternative would maintain existing transit service through the year 2035. New transit infrastructure would not be built aside from projects currently under construction or identified in Metro’s 2009 LRTP. Therefore, the No Build Alternative would not affect parklands and other community facilities.

The No Build Alternative would not result in significant adverse physical impacts. Potential impacts could occur if there was a need to provide new or physically altered parks or community facilities. The No Build Alternative also would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration would occur or be accelerated at the facility. The No Build Alternative would not require

construction or expansion of parklands and recreational resources that might then have a physical impact on the environment. The No Build Alternative would not have the beneficial impact of increasing non-auto access to recreational and community facilities throughout the region, including to and from downtown.

4.13.3.1.1 NEPA Finding

The No Build Alternative would not result in adverse effects on parklands and community facilities.

4.13.3.1.2 CEQA Determination

The No Build Alternative would not result in significant impacts on parklands and community facilities.

4.13.3.2 TSM Alternative

The TSM Alternative would add two shuttle bus routes to provide a transit link between 7th Street/Metro Center and Union Stations. The TSM Alternative would be operated within existing public right-of-way (i.e., streets) and would not physically affect or increase the use of existing neighborhood and regional parks or other community facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated.

The TSM Alternative would not result in physical environmental impacts that might otherwise occur if new or physically altered parks or community facilities were required. The alternative would not affect existing community facilities' ability to maintain acceptable service ratios, response times, or other performance objectives for police protection, fire protection, and other public services. The TSM Alternative would neither physically affect an adopted emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury, or death.

4.13.3.2.1 NEPA Finding

The TSM Alternative would not have adverse effects on parklands or other community facilities.

4.13.3.2.2 CEQA Determination

The TSM Alternative would not have significant impacts on parklands or other community facilities.

4.13.3.3 At-Grade Emphasis LRT Alternative

Table 4.13-6 summarizes potential impacts related to the physical property (acquisitions), access, and parking associated with parklands and recreational resources located within 0.25 mile of the At-Grade Emphasis LRT Alternative. Parklands and other community facilities could experience potential impacts during construction of the At-Grade Emphasis LRT Alternative.

Pedestrian and vehicle access (including parking) could be affected at City Hall South Lawn Park, the Geffen Contemporary at MOCA, Japanese American National Museum (JANM), the future Broad Art Foundation Museum (currently under construction), and Walt Disney Concert Hall temporarily during construction. However, access to the facilities would be maintained

throughout construction, though detours or alternate access routes may be needed, as noted in the transportation mitigation measures in Section 3.4. Impacts would be temporary and would not significantly affect the amenities or access to facilities.

The At-Grade Emphasis LRT Alternative would not result in direct impacts to parkland or other community facilities. The proposed At-Grade Emphasis LRT Alternative would potentially make surrounding parklands and other community facilities more accessible. However, the alternative would not increase use of existing parklands or other community facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor would it require the construction or expansion of parklands or other community facilities.

The At-Grade Emphasis LRT Alternative could potentially affect emergency vehicle routes in the vicinity of Temple and Alameda Streets, due to the proximity of the proposed junction and underpass to the fire station located near Temple and Garey Streets (Fire Station #4). However, Metro would coordinate with the Los Angeles Fire Department (LAFD) to minimize or avoid impacts to emergency vehicle response times. This alternative would not expose people or structures to any significant risk of loss, injury, or death.

4.13.3.3.1 NEPA Finding

The At-Grade Emphasis LRT Alternative would not have adverse effects to parklands or other community facilities. Metro would implement mitigation to further reduce impacts.

4.13.3.3.2 CEQA Determination

The At-Grade Emphasis LRT Alternative would not have significant impacts to parklands or other community facilities. Metro would implement mitigation to further reduce impacts.

**Table 4.13-6. Parklands and Recreational Resources
Within 0.25 Mile of the Proposed At-Grade Emphasis LRT Alternative**

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
Parklands								
1	Grand Hope Park	919 S. Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S. Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn Park	200 N. Spring Street	0.04	Yes	No	Yes	No	Yes ²

**Table 4.13-6. Parklands and Recreational Resources
Within 0.25 Mile of the Proposed At-Grade Emphasis LRT Alternative (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
4	Civic Center Mall/Future Civic Park	Block bounded by S. Hill Street, S. Grand Ave, W. 1 st Street, and W. Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
Museums								
1	Museum of Contemporary Art (MOCA)	250 S. Grand Avenue	0.09	Yes	No	No	No	No
2	The Geffen Contemporary at MOCA	152 N. Central Avenue	0.09	Yes	No	Yes ²	Yes ²	Yes ²
3	Los Angeles Children's Museum	310 N. Main Street	0.06	Yes	No	No	No	No
4	El Pueblo de Los Angeles State Historical Monument	500 Block of N. Main Street	0.24	Yes	No	No	No	No
5	Japanese American National Museum	369 E. 1 st Street	0.13	Yes	No	Yes	Yes	Yes ²
7	Future Broad Art Foundation Museum (currently under construction)	Block bounded by 2 nd Street, Grand Avenue, Hope Street, and General Thaddeus Kosciuszko Way	<0.01	Yes	Subsurface Easement	No	Yes ²	Yes ²
Recreational Facilities								
1	The Walt Disney Concert Hall	111 S. Grand Avenue	0.06	Yes	No	Yes ²	No	No

**Table 4.13-6. Parklands and Recreational Resources
Within 0.25 Mile of the Proposed At-Grade Emphasis LRT Alternative (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
2	Union Center for the Arts	120 Judge John Aiso Street	0.10	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S. Hewitt Street	0.20	Yes	No	No	No	No
5	Japanese American Cultural and Community Center	244 S. San Pedro Street, Suite 505	0.13	Yes	No	No	No	No
6	Dorothy Chandler Pavilion	135 N. Grand Avenue	0.14	Yes	No	No	No	No
7	Mark Taper Forum	135 N. Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-2.

² Temporary construction-related effects.

4.13.3.4 Underground Emphasis LRT Alternative

Table 4.13-7 summarizes impacts related to the physical property (acquisitions), access, and parking associated with parklands and recreational resources located within 0.25 mile of the Underground Emphasis LRT Alternative. The Underground Emphasis LRT Alternative would not have direct or indirect adverse impacts to parklands or community facilities.

Although most of construction and operation of the Underground Emphasis LRT Alternative would be underground, several public service and educational facilities could experience potential impacts during construction. These impacts, however, would be temporary and less than significant.

Pedestrian and vehicle access (including parking) could be affected at the Geffen Contemporary at MOCA, JANM, the future Broad Art Foundation Museum (currently under construction), and Walt Disney Concert Hall temporarily during construction. However, access to the facilities would be maintained throughout construction, though detours or alternate access routes may be needed, as noted in the transportation mitigation measures in Section 3.4. Impacts would be temporary and would not significantly affect the amenities or access to facilities. The Underground Emphasis LRT Alternative would not displace existing parklands. This Alternative would have the beneficial effect of potentially increasing accessibility to parklands and other

community facilities adjacent to the alignment. However, the alternative would not increase use of existing parklands or other community facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor would it require the construction or expansion of parklands or other community facilities.

The Underground Emphasis LRT Alternative would not affect adopted emergency response plans or emergency evacuation plans or expose people or structures to a significant risk of loss, injury, or death.

This alternative may improve response times for emergency vehicles traveling on Alameda Street through the intersection with 1st Street because traffic would be grade-separated.

Table 4.13-7. Parklands and Recreational Resources Within 0.25 Mile of the Proposed Underground Emphasis LRT Alternative

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
Parklands								
1	Grand Hope Park	919 S. Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S. Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn Park	200 N. Spring Street	0.14	Yes	No	No	No	No
4	Civic Center Mall/Future Civic Park	Block bounded by S. Hill Street, S. Grand Ave, W. 1 st Street, and W. Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
Museums								
1	Museum of Contemporary Art (MOCA)	250 S. Grand Avenue	0.09	Yes	No	No	No	No
2	The Geffen Contemporary at MOCA	152 N. Central Avenue	0.09	Yes	No	Yes	Yes ²	Yes ²

Table 4.13-7. Parklands and Recreational Resources Within 0.25 Mile of the Proposed Underground Emphasis LRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
5	Japanese American National Museum	369 E. 1 st Street	0.02	Yes	No	Yes	Yes	Yes ²
7	Future Broad Art Foundation Museum (currently under construction)	Block bounded by 2 nd Street, Grand Avenue, Hope Street, and General Thaddeus Kosciuszko Way	<0.01	Yes	Subsurface Easement	No	Yes ²	Yes ²
Recreational Facilities								
1	The Walt Disney Concert Hall	111 S. Grand Avenue	0.06	Yes	No	Yes ²	No	No
2	Union Center for the Arts	120 Judge John Aiso Street	0.14	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S. Hewitt Street	0.20	Yes	No	No	No	No
5	Japanese American Cultural and Community Center	244 S. San Pedro Street, Suite 505	0.07	Yes	No	No	No	No
6	Dorothy Chandler Pavilion	135 N. Grand Avenue	0.14	Yes	No	No	No	No
7	Mark Taper Forum	135 N. Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-3.

² Temporary construction-related effects.

4.13.3.4.1 NEPA Finding

The Underground Emphasis LRT Alternative would not have adverse effects on parklands or other community facilities. Metro would implement mitigation to further reduce impacts.

4.13.3.4.2 CEQA Determination

The Underground Emphasis LRT Alternative would not have significant impacts on parklands or other community facilities. Metro would implement mitigation to further reduce impacts.

4.13.3.5 Locally Preferred Alternative

Table 4.13-8 summarizes impacts related to the physical property (acquisitions), access, and parking associated with parklands and recreational resources located within 0.25 mile of the LPA. The LPA would not result in direct or indirect impacts (i.e., acquisition or easement) to any parkland or recreational resource. Although most construction and operation of the LPA would be underground, several public service and educational facilities could experience potential impacts during construction. However, these impacts would be temporary and not significant. These impacts would not result in a considerable contribution to a cumulative impact.

Pedestrian and vehicle access (including parking) could be affected at the Geffen Contemporary at MOCA, JANM, the future Broad Art Foundation Museum (currently under construction), and Walt Disney Concert Hall temporarily during construction. However, access to the facilities would be maintained throughout construction, though detours or alternate access routes may be needed, as noted in the final mitigation measures for the LPA in Section 4.13.4.2 and Chapter 8. Impacts would be temporary and would not significantly affect the amenities or access to facilities. These impacts would not result in a considerable contribution to a cumulative impact.

The LPA would result in a beneficial impact by potentially making the parklands and community facilities adjacent to the alignment more accessible. However, the alternative would not increase the use of existing parklands and other community facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated or require the construction or expansion of parklands and other community facilities.

The LPA would not affect adopted emergency response or emergency evacuation plans or expose people or structures to a significant risk of loss, injury, or death.

Effects on emergency vehicle response times are not anticipated.

4.13.3.5.1 NEPA Finding

The LPA would not have adverse effects on parklands or other community facilities. Metro will implement mitigation to further reduce impacts.

4.13.3.5.2 CEQA Determination

The LPA would not have significant construction, operation, or cumulative impacts on parklands or other community facilities. The LPA would not result in a considerable contribution to a cumulative impact. Metro would implement mitigation to further reduce impacts.

**Table 4.13-8. Parklands and Recreational Resources
Within 0.25 Mile of the Proposed Locally Preferred Alternative³**

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
Parklands								
1	Grand Hope Park	919 S. Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S. Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn Park	200 N. Spring Street	0.14	Yes	No	No	No	No
4	Civic Center Mall/Future Civic Park	Block bounded by S. Hill Street, S. Grand Avenue, W. 1 st Street, and W. Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
Museums								
1	Museum of Contemporary Art (MOCA)	250 S. Grand Avenue	0.09	Yes	No	No	No	No
2	The Geffen Contemporary at MOCA	152 N. Central Avenue	0.09	Yes	No	Yes	Yes ²	Yes ²
4	El Pueblo de Los Angeles State Historical Monument	500 Block of N. Main Street	0.20	No	No	No	No	No
5	Japanese American National Museum	369 E. 1 st Street	0.02	Yes	No	Yes	Yes ²	Yes ²
7	Future Broad Art Foundation Museum (currently under construction)	Block bounded by 2 nd Street, Grand Avenue, Hope Street, and General Thaddeus Kosciuszko Way	<0.01	Yes	Subsurface Easement	No	Yes ²	Yes ²

**Table 4.13-8. Parklands and Recreational Resources
Within 0.25 Mile of the Proposed Locally Preferred Alternative³ (continued)**

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ Mile of Station	Land Acquisition	Loss of Street Parking	Affect Vehicle Access	Barrier to Pedestrian Access
Recreational Facilities								
1	The Walt Disney Concert Hall	111 S. Grand Avenue	0.06	Yes	No	Yes ²	No	No
2	Union Center for the Arts	120 Judge John Aiso Street	0.14	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S. Hewitt Street	0.10	Yes	No	No	No	No
5	Japanese American Cultural and Community Center	244 S. San Pedro Street, Suite 505	0.07	Yes	No	No	No	No
6	Dorothy Chandler Pavilion	135 N. Grand Avenue	0.14	Yes	No	No	No	No
7	Mark Taper Forum	135 N. Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM, 2009

Notes:

¹ Map numbers correspond to Figures 4.13-4.

² Temporary construction-related effects.

³ Parklands and other community facilities potentially impacted by the LPA (which only includes three stations) would be less than or equal to the number of parklands and other community facilities impacted by the Fully Underground LRT Alternative (which included four stations).

4.13.4 Mitigation Measures

4.13.4.1 Updates to the Candidate Mitigation Measures from the Draft EIS/EIR

The Draft EIS/EIR included candidate mitigation measures for review and comment by the public, agencies, and other stakeholders. Since publication of the Draft EIS/EIR, Metro has added specificity to the candidate mitigation measures for parklands and other community facilities impacts presented in the Draft EIS/EIR. The final LPA mitigation measures, shown in Section 4.13.4.2 below, are included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR, and supersede candidate mitigation measures identified in the Draft EIS/EIR. Updates to the mitigation measures made since publication of the Draft EIS/EIR include:

- Addition of temporary roadway restriping during construction and provision of advance lane closure and relocation notices.
- Addition of temporary removal of street parking during construction to maximize vehicular capacity.
- Addition of detail to mitigation measures for consistency with other sections.

4.13.4.2 Final Mitigation Measures for the Locally Preferred Alternative

Mitigation measures listed for the LPA in this section have been carried forward and included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR. They are the final committed mitigation measures for the LPA. MMRP index numbers are shown in parenthesis after each mitigation measure.

To mitigate the temporary restriction of access to public services that could occur during construction activities:

- Where feasible, temporary restriping of the roadway to maximize the vehicular capacity at locations affected by construction closures shall be performed. Metro shall provide notices of closures and relocations on its website, smart phone apps, and other modes typically used to communicate service announcements. (PC-1)
- Where feasible and necessary, temporary removal of on-street parking to maximize the vehicular capacity at locations affected by construction closures shall be performed. Where temporarily eliminated, parking spaces will be restored to their prior striped or signed condition at the conclusion of the construction period. (PC-2)
- Construction activity that affects traffic flow on the arterial system, including the transportation of excavated materials, shall be primarily limited to off-peak hours. This measure would minimize vehicle idling time, which would reduce emissions generated from construction vehicles. (AQ-15)
- Accessible detours shall be provided whenever possible. Detours shall be compliant with the Americans with Disabilities Act (ADA). Signage shall be provided in those languages most commonly spoken in the immediate community. Signs shall mark detours in accordance with the Manual on Uniform Traffic Control Devices, and other applicable local and state requirements. Detours shall be designed to minimize cut-through traffic in adjacent residential areas. (CN-1)
- Traffic management and construction mitigation plans shall be developed in coordination with the community to minimize disruption and limit construction activities during special events. Worksite Traffic Control Plans shall be developed in conjunction with LADOT and surrounding communities to minimize impacts to traffic, businesses, residents, and other stakeholders. Crossing guards and other temporary traffic controls shall be provided in the vicinity of construction sites, haul routes, and other relevant sites as proposed in California

DOT Traffic Manual, Section 10-07.3, Warrants for Adult Crossing Guards, and as appropriate to maintain traffic flow during construction. (CN-3)

- A community outreach plan shall be developed and implemented to notify local communities and the general public of construction schedules and road and sidewalk detours. Metro shall coordinate with local communities during preparation of the traffic management plans to minimize potential construction impacts to community resources and special events. Construction activities shall be coordinated with special events. (CN-5)
- Metro shall develop a construction mitigation plan with community input to directly address specific construction impacts in the project area. Metro shall establish and receive input from the Regional Connector Community Leadership Council (RCCLC) in developing the construction mitigation plan. The RCCLC shall consist of representatives from all parts of the alignment area. Metro shall work with the RCCLC in developing the outreach plan. (CN-6)
- Safe pedestrian detours with handrails, fences, k-rail, canopies, and walkways shall be provided as needed. When a crosswalk is closed due to construction activities, pedestrians shall be directed to nearby alternate crosswalks. Access shall be ADA accessible at all times per existing Metro policy. (TR-4)
- Bicyclists shall be encouraged through signage to ride carefully in streets near construction activities, ride carefully on sidewalks (as City of Los Angeles municipal code permits), or choose nearby alternate routes around construction sites. Detours shall be provided as needed. Metro shall provide signage showing the alternate bicycle routes. Pedestrian and bicycle circulation and travel lanes temporarily impacted during construction shall be restored to their permanent configurations at the conclusion of the construction period and prior to operations. (TR-5)
- Metro shall maintain access to the Little Tokyo Library and other community facilities at all times during construction. (DR-6)
- The temporary displacement of three bus loading spaces on Alameda Street for the JANM shall be replaced nearby for the duration of construction activities. Metro shall work with JANM to confirm locations of temporary loading spaces. (EJ-1)

