



Section 4.15

Parklands and Other Community Facilities

This section summarizes the existing parklands and community facilities within the project area and evaluates the potential for parklands and community facilities impacts resulting from construction and operation of the proposed Eastside Transit Corridor Phase 2 Project alternatives. Potential impacts to historical community resources are summarized in Section 4.14.1, Cultural and Historical Resources - Built Environment. Section 4(f) findings regarding impacts on parks and historic resources are provided in Chapter 5.

Information in this section is based on, and updated where appropriate from, the Parklands and Other Community Facilities Technical Memorandum, which is incorporated into this Draft EIS/EIR as Appendix Z.

4.15.1 Regulatory Framework/Methodology

4.15.1.1 Federal

The National Environmental Policy Act (NEPA) does not have specific requirements related to impacts on parklands and community facilities. Therefore, the California Environmental Quality Act (CEQA) Guidelines were used to assess the potential adverse effects to parklands and other community resources with respect to NEPA. Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 also requires protection of parklands and some community facilities, as specified in Chapter 5, Section 4(f) Evaluation, and the Section 4(f) Evaluation, which is incorporated into this Draft EIS/EIR as Appendix F.

4.15.1.2 State

The *California Environmental Quality Act (CEQA) Guidelines* are used to assess the significance of

potential impacts to parklands and other community resources. CEQA requires mitigation for significant adverse changes in physical condition or service ratios to fire, police, park, and school facilities. Applying the criteria in Appendix G of the *CEQA Guidelines*, the project would have a significant impact on recreation or public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities; or
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The analysis of existing conditions within the project area in Section 4.15.2 identifies resources to which these significance thresholds would potentially apply.

4.15.1.3 Local

Each of the cities in the project area and the County of Los Angeles maintain and regularly update a general plan. Project impacts have been evaluated against each general plan to gauge consistency

with local government and community goals. The required land use and open space elements are of particular relevance to parklands and community facilities. Where applicable, recreation plans and specific plans have been reviewed to identify ordinances that apply to the project alternatives.

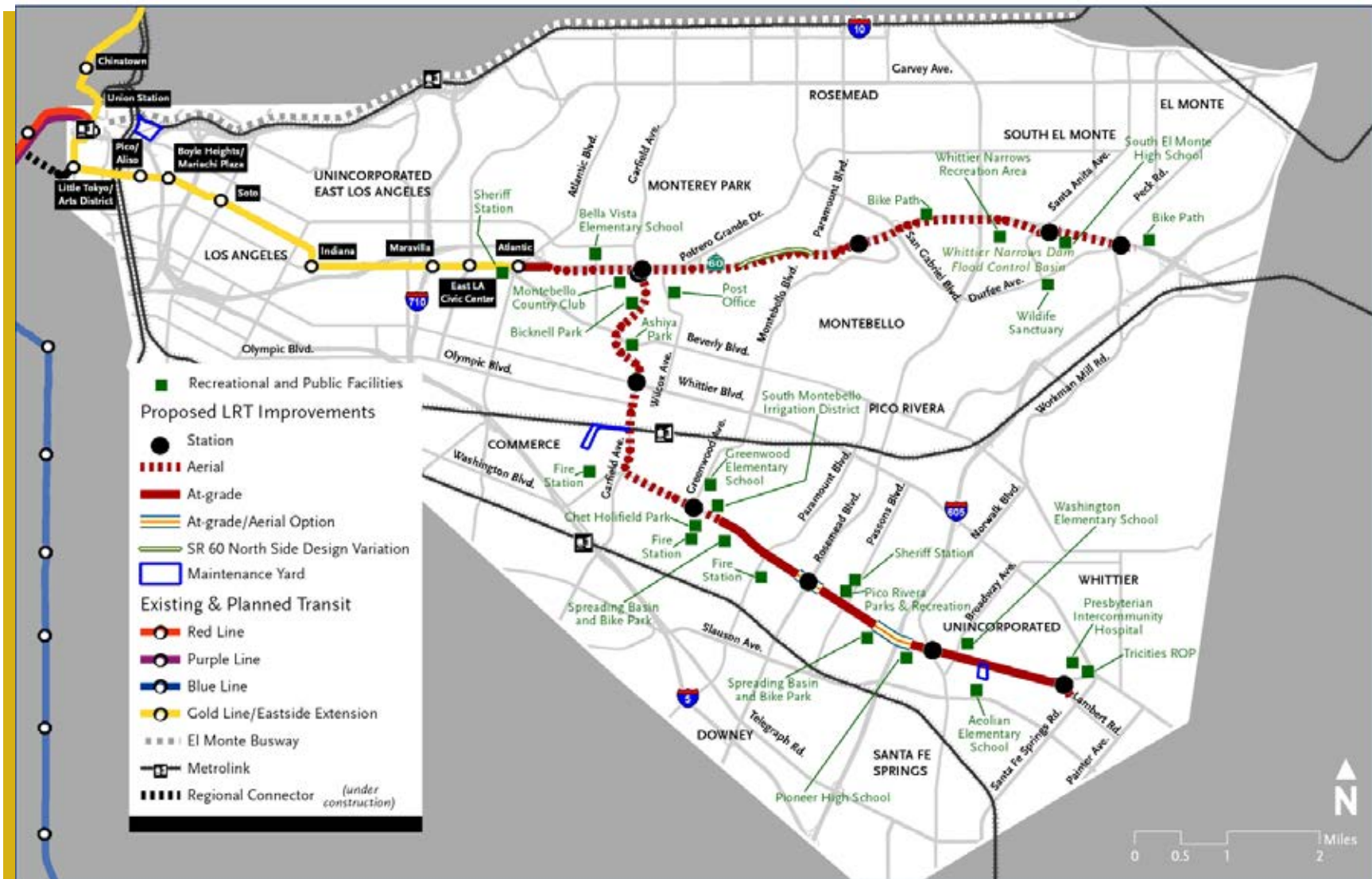
The general plans, recreation plans, and specific plans revealed common goals of improving and maintaining community facilities and recreational opportunities, improving transit access to recreational facilities, making facilities accessible to a wide array of residents, and being responsive to community needs. Specific goals and policies included in the general plans, recreation plans, and specific plans from each of the project area cities and the County of Los Angeles are described in more detail in the Parklands and Other Community Facilities Technical Memorandum included as Appendix Z of this Draft EIS/EIR.

4.15.2 Affected Environment/Existing Conditions

The affected environment includes public schools, emergency services, other public services, parks, and recreational facilities. For parklands and other community facilities impacts, the area considered for potential impacts extends 350 feet from either side of the proposed project alignments, design variations, stations, park and ride lots, potential maintenance yard locations, and sites associated with construction. For emergency services, a radius of one-quarter mile was used, since the service quality of these facilities is partly dependent upon emergency vehicles being able to enter and exit quickly via local streets. The recreational and public facilities are shown in **Figure 4.15-1**. Detailed descriptions of these facilities are provided in the Parklands and Other Community Facilities Technical Memorandum, Appendix Z, of this Draft EIS/EIR.

A large number of community events occur in the project area each year, including music and cultural festivals, parades, arts and theater performances, and exhibitions. Large events often attract thousands and, in some instances, tens of thousands of people and rival some of the more commercialized sports and entertainment venues in Los Angeles County. Key annual events include:

- Fourth of July Carnival (Harbor Street, Commerce)
- National Night Out (Bandini Park, Commerce)
- Taste of East Los Angeles (East Los Angeles Civic Center)
- Montebello Fall Festival (Whittier and Montebello Boulevards, Montebello)
- Taste of the Town (Holy Cross Armenian Cathedral Hall, Montebello)
- Harmony Festival (Barnes Park, Monterey Park)
- Health Fair (Barnes Park, Monterey Park)
- Independence Day Festival (Smith Park, Pico Rivera)
- Summer Movies in the Park Series (Smith Park, Pico Rivera)
- Summer Concerts in the Park Series (Smith Park, Pico Rivera)
- Halloween Spooktacular (Smith Park, Pico Rivera)
- Holiday Tree Lighting Ceremony (Pico Rivera City Hall and Rosemead City Hall)



Source: CDM 2011.

Figure 4.15-1. Project Area Parklands and Other Community Facilities

- Independence Day Celebration (Rosemead Park, Rosemead)
- Rockin' Rosemead Summer Concert Series (Garvey Park and Rosemead Park, Rosemead)
- 4th of July Celebration (New Temple Park, South El Monte)
- Concerts Under the Stars (Community Center, South El Monte)
- Concerts in the Park (Central Park and Parnell Park, Whittier)
- Wednesday Night Family Festival (Greenleaf Avenue, Whittier)
- Whittier Christmas Parade (Greenleaf Avenue, Whittier)

- Mexican Independence Day Festival (Whittier Narrows)
- Fall Fair (Whittier Narrows)

4.15.3 Environmental Impacts/Environmental Consequences

This section focuses on the potential operational adverse effects and significant impacts that would result from the proposed alternatives. Further detailed analysis is included in the Parklands and Other Community Facilities Technical Memorandum, Appendix Z, of this Draft EIS/EIR. Impact conclusions are summarized in **Table 4.15-1**.

Table 4.15-1. Summary of Potential Parklands and Community Facilities Impacts

Alternative	Public Schools	Emergency Services	Other Public Services	Parks and Recreational Facilities
No Build	None	None	None	None
TSM	None	None	None	None
SR 60 LRT ¹	Not adverse after mitigation/Less than significant after mitigation	Not adverse after mitigation/Less than significant after mitigation	Not adverse after mitigation/Less than significant after mitigation	Not adverse after mitigation/Less than significant after mitigation
Washington Boulevard LRT	Not adverse/Less than significant	Not adverse/Less than significant	Not adverse/Less than significant	Not adverse/Less than significant

Notes:

¹ Results are for the SR 60 LRT Alternative as well as the SR 60 LRT North Side Design Variation.

4.15.3.1 No Build Alternative

4.15.3.1.1 Impact Analysis

The No Build Alternative would not cause any new physical impacts associated with governmental facilities or parks because no new construction or major modification of existing transit service would occur within the project area. However, the No Build Alternative would fail to satisfy general plan goals encouraging improved transit access to recreational facilities, as identified in Section 4.15.1.3. Over time, access to these facilities may deteriorate due to worsening traffic congestion and lack of improved transit alternatives to driving. This would not constitute an adverse effect or a significant impact. No adverse effects under NEPA or significant impacts under CEQA would occur to parklands or other community facilities as a result of the No Build Alternative.

4.15.3.1.2 Mitigation Measures

The No Build Alternative would have no adverse effects or significant impacts on parklands or other community facilities; therefore, no mitigation measures are required.

4.15.3.1.3 Impacts Remaining after Mitigation

NEPA Finding

The No Build Alternative would not result in adverse physical effects on existing parklands or other community facilities because no new facilities would be constructed.

The No Build Alternative would not result in substantial adverse physical effects with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No adverse effects would occur as a result of the No Build Alternative.

CEQA Determination

The No Build Alternative would not result in adverse physical impacts on existing parklands or other

community facilities because no new facilities would be constructed.

The No Build Alternative would not result in substantial physical impacts with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No significant impacts would occur as a result of the No Build Alternative.

4.15.3.2 TSM Alternative

4.15.3.2.1 Impact Analysis

Construction Impacts

Minor construction of bus stop shelters and benches would occur at key stops along the routes, and some additional embedded wiring in the street may be needed to provide new bus routes with traffic signal priority. This construction would not result in physical impacts to parklands or other community facilities. No adverse effects under NEPA and no significant impacts under CEQA would occur as a result of construction of this alternative.

Operational Impacts

The TSM Alternative would satisfy the general plan goals of improving transit access to recreational facilities as identified in Section 4.15.1.3, although not as much as the two proposed build alternatives. Over time, access to these facilities may deteriorate due to worsening traffic congestion and the tendency for buses to be subject to the same traffic delays as solo drivers. This would not constitute an adverse effect or a significant impact. No adverse effects under NEPA or significant impacts under CEQA would occur to parklands or other community facilities as a result of the TSM Alternative.

4.15.3.2.2 Mitigation Measures

The TSM Alternative would have no adverse effects or significant impacts on parklands and other community facilities. Therefore, no mitigation measures would be required for either construction or operation of this alternative.

4.15.3.2.3 Impacts Remaining after Mitigation

NEPA Finding

Construction-related activities that occur as a result of the TSM Alternative would be minor, related only to the construction of bus stop shelters and benches. These construction activities would not result in substantial adverse physical effects on existing parklands or other community facilities. No adverse construction-related effects would occur as a result of the TSM Alternative.

The TSM Alternative would not result in substantial adverse physical effects with the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No adverse effects would occur as a result of the TSM Alternative.

CEQA Determination

Construction-related activities that occur as a result of the TSM Alternative would be minor, related only to the construction of bus stop shelters and benches. These construction activities would not result in substantial adverse physical impacts on existing parklands or other community facilities. No significant construction-related impacts would occur as a result of the TSM Alternative.

The TSM Alternative would not result in substantial adverse physical impacts with the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No significant impacts would occur as a result of the TSM Alternative.

4.15.3.3 SR 60 LRT Alternative

4.15.3.3.1 Impact Analysis

Construction Impacts

The proposed LRT alignment would run along the northern edge of South El Monte High School

property, but would be located completely within the SR 60 right-of-way (ROW). The school property contains a driveway fronting the SR 60 ROW, and construction workers may need temporary intermittent access to the LRT alignment area along this driveway during construction. Access would be scheduled outside of the school's operating hours so as not to interfere with school activities or diminish the school's functionality. Metro would coordinate with school officials to ensure that safe routes to school are maintained at all times for pedestrians, bicyclists, and motorists. As such, no adverse effects under NEPA or significant construction impacts under CEQA would occur.

During construction, lane closures and overnight street closures along Pomona Boulevard may require detours for emergency vehicles traveling to and from the Los Angeles County Sheriff's Station located on 3rd Street. Metro would coordinate with station staff in advance of any necessary closures to ensure that service ratios and response times would not be affected. Metro would secure all construction sites with fencing and security patrols as needed to prevent intrusion and illegal activities at all times. As a result, no adverse effects under NEPA or significant construction impacts under CEQA would occur to emergency services during construction.

Viaduct construction may require temporary closure of the Rio Hondo Bike Path, which runs along the Rio Hondo and traverses the recreation area within the Whittier Narrows Dam Flood Control Basin. This effect would be mitigated by temporary re-routing of the bike path around the construction area to allow the bike path to remain open continuously. A short, temporary re-routing of this nature would be unlikely to cause physical effects or impacts.

Operational Impacts

Emergency Services

LRT grade crossings along the western portion of the alignment could potentially delay emergency vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief and would not likely affect overall service response times. Given that trains would be operating in exclusive street-running ROW at these

locations, it would be possible for trains to yield to emergency vehicles or clear intersections quickly to allow emergency vehicles to pass. The SR 60 LRT Alternative is mostly located within an aerial fixed guideway; thus, light rail vehicles would only travel through traffic intersections at one location. At-grade operation would occur only on Pomona Boulevard between Atlantic Boulevard and Sadler Avenue in East Los Angeles. This applies to the SR 60 North Side Design Variation as well. Metro would coordinate with emergency response officials when designing grade crossings to ensure that emergency response times do not deteriorate as a result of the project.

LRT systems can encourage growth in surrounding areas, but that growth would occur within the existing zoning established by the local cities and the County of Los Angeles. Any observed growth not currently planned by the jurisdiction would not occur without modification of local zoning ordinances. Therefore, this alternative would not induce any population changes that would alter service ratios for parklands or other community facilities.

Implementation of this alternative would not place additional demands on police, fire, or medical services during operation and no change in existing service ratios would occur. No new public facilities would be required. In addition, Metro would coordinate with emergency response officials to ensure that response times are not compromised as a result of the project.

As a result, no adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

Park Safety

There is a perception that LRT facilities can be attractive venues for loitering and illegal activity. Metro would provide security services at all Eastside Transit Corridor Phase 2 facilities during their operation to prevent criminal activity, including at stations located near park facilities. The stations would become centers of pedestrian activity during the 20 hours per day that trains would operate, and this may create a beneficial public presence in the

surrounding community, including at nearby parks, that would dissuade criminal activity. All LRT facilities and crossings would be designed to ensure safety and minimize potential hazards. As a result, no adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

Whittier Narrows Recreation Area

The proposed Santa Anita Avenue station would provide park visitors with a new way to access the Whittier Narrows Recreation Area, which is located within the Whittier Narrows Dam Flood Control Basin. The station would be located along the eastern edge of the park, across from one of the main entrances. Since the Whittier Narrows Recreation Area is a regional recreational destination, the new light rail line may increase park attendance. This is directly supportive of the Los Angeles County General Plan goal of improving transit access to regional parks. The improvement would make it more feasible for transit-dependent persons to use the park, given its location in a largely automobile-dominated area. Park officials have indicated that attendance could reach 25,000 to 30,000 per day in the areas closest to the proposed station and 45,000 to 50,000 per day park wide before service to users (particularly the staff's ability to maintain restrooms) would deteriorate. This is nearly double the current attendance on two of the five busiest days of the year, and is far in excess of the anticipated ridership expected at the Santa Anita Avenue station. Therefore, the new light rail line would not increase park attendance to the point where staff-identified service deterioration thresholds would be surpassed. Crowds exceeding the service deterioration threshold of 50,000 do visit the park on the three busiest days of the year (Easter Sunday, Cinco de Mayo, and Fiestas Patrias). The addition of the light rail line would not cause new service deterioration, however, as crowding is already occurring on these days under existing conditions. Staff indicated that the number of parking spaces at the park (approximately 4,500) is a limiting factor for the park's service levels. The proposed Santa Anita Avenue station would improve the park's service

levels by giving visitors a new non-automobile means of access to the park, potentially reducing the use of parking facilities.

Field visits revealed that the portions of the park east of Santa Anita Avenue are utilized less than portions west of Santa Anita Avenue, and there are no legal crosswalks connecting the two sides of the park north of Durfee Avenue. If a signalized intersection and crosswalk is added by Metro or the City of South El Monte at the entrance to the proposed Santa Anita Avenue station park and ride facility entrance, the crosswalk would link the two sides of the park and potentially allow crowds to spread across the park grounds more evenly on peak usage days.

The light rail station at Santa Anita Avenue may attract additional visitors to the park, but this would not result in any additional days each year when acceptable service ratios are exceeded. Average daily attendance at the park is approximately 5,500. As such, there would be no additional physical deterioration of the facility beyond what would occur under the No Build Alternative. Service ratios may be improved by the potential addition of a crosswalk across Santa Anita Avenue connecting two portions of the park which currently have poor pedestrian linkages, and by reducing strain on the recreation area's parking lots by providing visitors with alternative access to the park. This project alternative would not increase use of the Whittier Narrows Recreation Area to a point where substantial physical deterioration would occur; thus, no adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

4.15.3.3.2 Mitigation Measures

Construction Mitigation Measures

Metro would implement the following construction mitigation measures related to the construction of the SR 60 LRT Alternative:

- 4.15-i. Schedule construction access to the SR 60 ROW through the South El Monte High School property at times when it would not disrupt school activities.

- 4.15-ii. Coordinate with school district officials to ensure that viable, safe pedestrian, bicycle, and automobile routes to schools are maintained.

- 4.15-iii. Coordinate with local emergency response personnel in advance of any necessary street closures to ensure that service ratios and response times are not affected.

- 4.15-iv. Provide a temporary re-routing of the Rio Hondo (and San Gabriel River) bike path(s) if any construction-related closures are needed, in order to keep the bike path open at all times.

- 4.15-v. Access to the SR 60 ROW through the Whittier Narrows Recreation Area would only occur during times when the park is normally closed.

- 4.15-vi. Construction within the Whittier Narrows Recreation Area, including any partial closures for construction access and staging areas, would be done in coordination with Los Angeles County Department of Parks and Recreation.

- 4.15-vii. Minimize temporary tree removal in the Whittier Narrows Recreation Area along the edge of the SR 60 ROW, and replace trees as quickly as possible. Tree removal would be done in coordination with Los Angeles County Department of Parks and Recreation. In accordance with the Whittier Narrows Dam Basin Master Plan, if temporarily removed trees are non-native, they would be replaced with native species.

Operational Mitigation Measures

No adverse effects or significant impacts are anticipated for the SR 60 LRT Alternative during operation, regardless of whether the SR 60 North Side Design Variation is implemented. However, Metro would coordinate with emergency response officials to ensure that response times are not compromised as a result of the project. Metro would also provide security services at all stations to prevent criminal activity. Because no adverse effects

or significant impacts would occur, no mitigation measures are required.

4.15.3.3 Impacts Remaining after Mitigation

NEPA Finding

Construction of the SR 60 LRT Alternative would not result in substantial construction-related adverse physical effects on existing parklands or other community facilities. No adverse construction-related effects would occur after mitigation as a result of the SR 60 LRT Alternative.

The SR 60 LRT Alternative would not result in substantial operational adverse physical effects with the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No adverse operational effects would occur as a result of the SR 60 LRT Alternative. This determination also applies to the SR 60 North Side Design Variation.

CEQA Determination

Construction of the SR 60 LRT Alternative would not result in substantial construction-related adverse physical impacts on existing parklands or other community facilities.

No significant construction-related impacts would occur after mitigation as a result of the SR 60 LRT Alternative.

The SR 60 LRT Alternative would not result in substantial operational adverse physical impacts with the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities. No significant operational impacts would occur as a result of the SR 60 LRT Alternative. This determination also applies to the SR 60 North Side Design Variation.

4.15.3.4 Washington Boulevard LRT Alternative

4.15.3.4.1 Impact Analysis

Construction Impacts

Construction of this alignment would be far enough from both Greenwood Elementary School and Pioneer High School that no effects under NEPA or impacts under CEQA to these school facilities would occur.

No sheriff or fire stations are located close enough to the alignment to be impacted by construction. As a result, no effects under NEPA or impacts under CEQA would occur.

The South Montebello Irrigation District office is located on Washington Boulevard east of Greenwood Avenue, adjacent to the proposed aerial LRT viaduct and station. The lots bordering the South Montebello Irrigation District building on the west and north would be acquired and used as a construction staging area and park and ride facility. However, no physical alterations to the Irrigation District building itself would occur during construction, and its services would be unaffected. As a result, no adverse construction effects under NEPA or significant construction impacts under CEQA would occur.

Temporary tree removal and rerouting of bicycle paths would occur within some of the remaining parks and recreational facilities.

However, all trees would be replaced. In addition, the temporary re-routing of bike paths would allow them to remain open during construction. As a result, no adverse construction effects under NEPA or significant construction impacts under CEQA would occur as a result of construction of this alternative.

Operational Impacts

Emergency Services

Since the sheriff's and fire stations are all located at least one block from the LRT alignment, no alterations to the facilities or effects on their operation are anticipated. LRT grade crossings for those portions of the alignment that are at-grade can potentially delay emergency vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief and

would not likely affect overall service response times. Given that trains would be operating in exclusive street-running ROW at all grade crossings on the Washington Boulevard LRT Alternative, it would be possible for trains to yield to emergency vehicles or clear intersections quickly to allow emergency vehicles to pass. At-grade operation would occur:

- Along Pomona Boulevard between Atlantic Boulevard and Sadler Avenue in East Los Angeles
- From 5th Street in Montebello to Lambert Road station in Whittier

Metro would coordinate with emergency response officials when designing grade crossings to ensure that emergency response times do not deteriorate as a result of the project. Implementation of this alternative would not place additional demands on police, fire, or medical services during operation and no change in existing service ratios would occur.

No new facilities would be required. As a result, no adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

Park Safety

There is a perception that LRT facilities can be attractive venues for loitering and illegal activity. Metro would provide security services at all Eastside Transit Corridor Phase 2 facilities during their operation, including those in the vicinity of parklands, as needed to prevent an increase in criminal activity. The stations would become centers of pedestrian activity during the 20 hours per day that trains would operate, and this may create a beneficial public presence in the surrounding community, including at area parks, that would dissuade criminal activity.

All LRT facilities and crossings would be designed to ensure safety and minimize potential hazards. As a result, no adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

Parks and Recreational Facilities

Several parks and recreational facilities are located near the proposed alignment. However, the alternative would not cause any of these facilities to deteriorate physically. In addition, the alignment would not induce growth or increase visitation to any of these facilities to a level that would result in deterioration of the facilities.

LRT systems can encourage growth in surrounding areas, but that growth would occur within the existing zoning established by the local cities and the County of Los Angeles. Any observed growth not currently planned by the city would not occur without modification of local zoning ordinances. Therefore, this alternative would not induce any population changes that would alter service ratios for parklands or other community facilities. No adverse effects under NEPA or significant impacts under CEQA would occur as a result of implementation of this alternative.

4.15.3.4.2 Mitigation Measures

Construction Mitigation Measures

No adverse effects or significant impacts are anticipated for the Washington Boulevard LRT Alternative during construction. Because no impacts would occur, no construction mitigation measures are required.

Operational Mitigation Measures

No adverse effects or significant impacts are anticipated for the Washington Boulevard LRT Alternative during operation. However, Metro would coordinate with emergency response officials to ensure that response times are not compromised as a result of the project. Metro would also provide security at all stations as needed to prevent an increase in criminal activity. Because no effects or impacts would occur, no mitigation measures are required.

4.15.3.4.3 Impacts Remaining after Mitigation

NEPA Finding

Construction of the Washington Boulevard LRT Alternative would not result in substantial construction-related adverse physical effects on

existing parklands or other community facilities. No adverse construction-related effects would occur as a result of the Washington Boulevard LRT Alternative. The Washington Boulevard LRT Alternative would not result in substantial adverse operational physical effects from the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities.

No adverse operational effects would occur as a result of the Washington Boulevard LRT Alternative. This determination applies to both the aerial and at-grade crossing options at Rosemead Boulevard and San Gabriel River/I-605, and to all of the proposed maintenance yard options.

CEQA Determination

Construction of the Washington Boulevard LRT Alternative would not result in substantial construction-related adverse physical impacts on existing parklands or other community facilities. No significant construction-related impacts would occur as a result of the Washington Boulevard LRT Alternative. The Washington Boulevard LRT Alternative would not result in substantial operational physical impacts from the provision of, or need for, new or physically altered governmental facilities. It would not increase the use of existing recreational facilities to the point of substantial physical deterioration, and would not require construction or expansion of recreational facilities.

No significant operational impacts would occur as a result of the Washington Boulevard LRT Alternative. This determination applies to both the aerial and at-grade crossing options at Rosemead Boulevard and San Gabriel River/I-605, and to all of the proposed maintenance yard options.

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