

# Appendix B Project Footprint Maps

## LA RIVER PATH



Metro<sup>®</sup>

**Appendix B-1  
Proposed Project  
Footprint Maps**

# LA RIVER PATH PROJECT FOOTPRINT

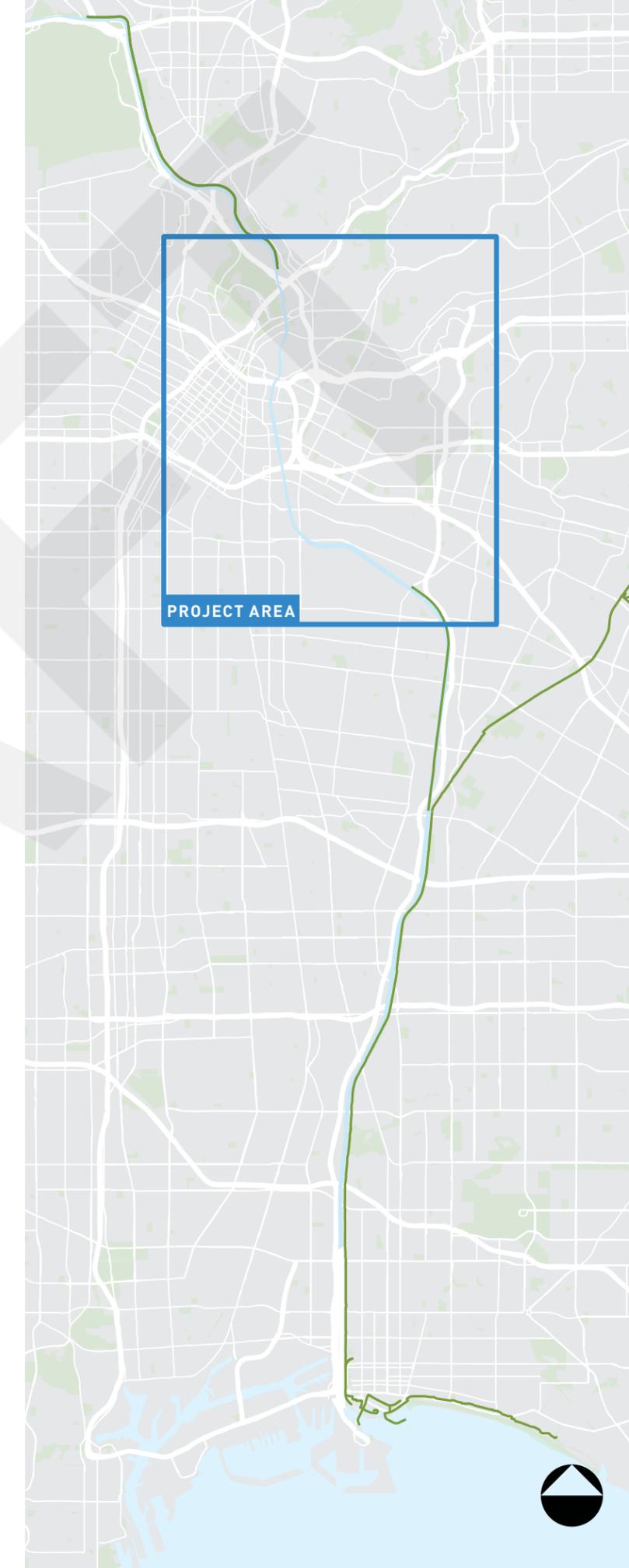
**PROPOSED PROJECT**

DRAFT | April 2024

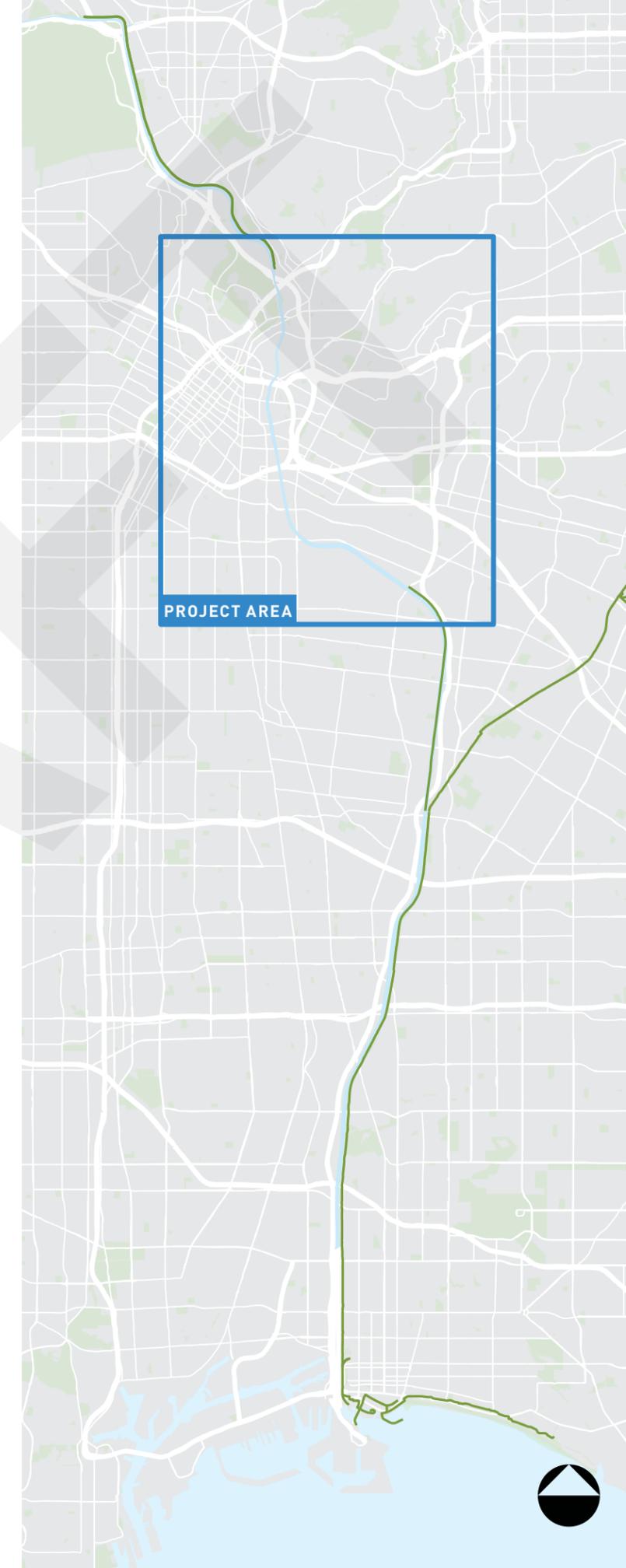
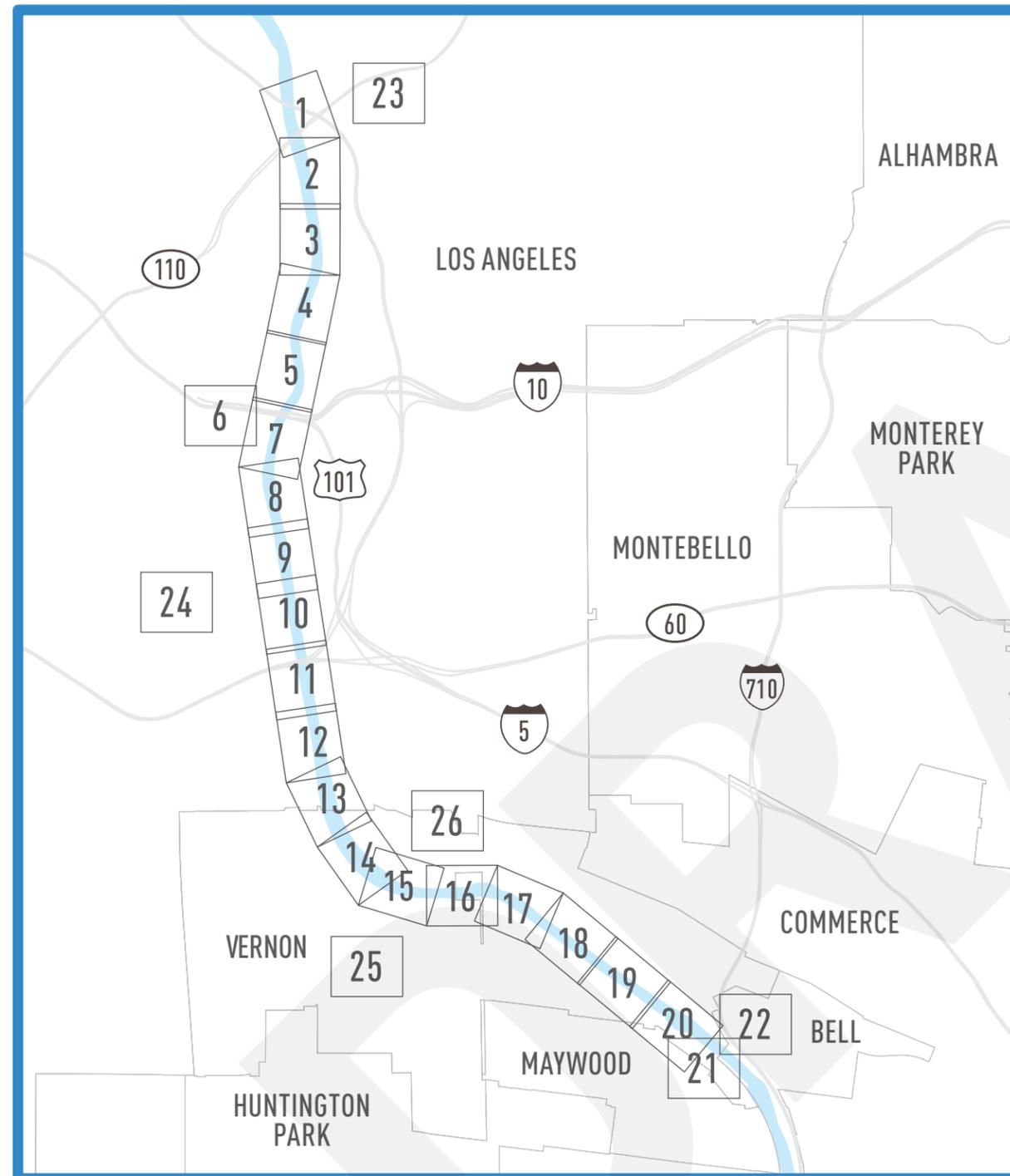
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Prepared by



# KEY MAP



# TERMINOLOGY

Below is the key terminology for the Project Footprint maps of the Proposed Project, Option 1, and Option 2. Refer to the Project Description for detailed descriptions of these terms, including the anticipated site work for each path type.

## Project Footprint

This footprint encompasses feasible and usable areas identified as the temporary and permanent footprint proposed for the Project. The Project Footprint also includes the parcels owned by multiple jurisdictions and private ownership. The entirety of legal parcels adjacent to or affected by the Proposed Project, Option 1, and Option 2 are also included. Acquisition of temporary and permanent easements would be required to enable construction, operation, and maintenance of the Project.



## Temporary Footprint

This footprint comprises of all areas where ground disturbances are anticipated, such as: construction activities and access (including in-channel access), proposed Temporary Construction Easements (TCEs), and construction staging areas (see Staging Areas below). Site preparation involves clearance of the site and preparing the Project footprint for construction. This generally involves clearing, grubbing, grading, and demolition activities in support of the Project construction activities. Site preparation would also include redirecting the channel flow as required away from work zones. The construction site would be defined and fenced off, and construction access ramps would be constructed. Construction may require trenching, excavation, drilling, and installation of Project structures and foundations and supporting infrastructure. The anticipated depth for trenching/excavation may range from 0 to 15 feet.



## Permanent Footprint

This footprint comprises of areas planned for required right-of-way and construction of the following Project components: Alignments (including Path Types, River Crossings, Connectors, and Ancillary Path Elements); Access Points; and Design Variations. Operations and Maintenance (O&M) of the Project are anticipated along the Permanent Footprint. Future O&M for the Project would be consistent with current O&M activities of the existing Los Angeles River Greenway and Los Angeles River Bike Path to the north and south of the Project, respectively. The maximum heights for new paths and crossing structures are 30 feet and 60 feet above grade, respectively. The maximum depth of excavation is approximately 0 feet to 15 feet below grade for most of the path length, and 100 feet below grade for drilled shaft foundations for specific structure locations. Anticipated ground disturbances for the Permanent Footprint would include, but are not limited to, the following activities:

- > Grading and removing existing concrete and asphalt
- > Installing new concrete, barriers and railings, lighting, signage, and pavement markings
- > Clearing and grubbing of existing vegetation and landscaping
- > Planting of disturbed areas and landscaping
- > Relocating utilities
- > Relocating drainage



## Staging Area

Temporary staging areas would be used for equipment staging, material and fuel storage, vehicle and equipment refueling, fabrication activities, construction trailers, and worker vehicle parking and assembly. Construction staging area locations will be finalized during final design.



## River Access

River Access locations are where vehicles, equipment, materials, and workers would be able to enter the river channel. River Access locations will be finalized during final design.



## Path & Access Points

This is the alignment for the Proposed Project, Option 1, and Option 2. The scale of the Path alignment, shown on the map, varies by location from 14 to 20 feet wide, and includes additional area for potential improvements adjacent to the Project, such as railings, lighting, and rest areas. Access point locations vary in scale by location, and include paving, seating, landscape, and additional amenities.



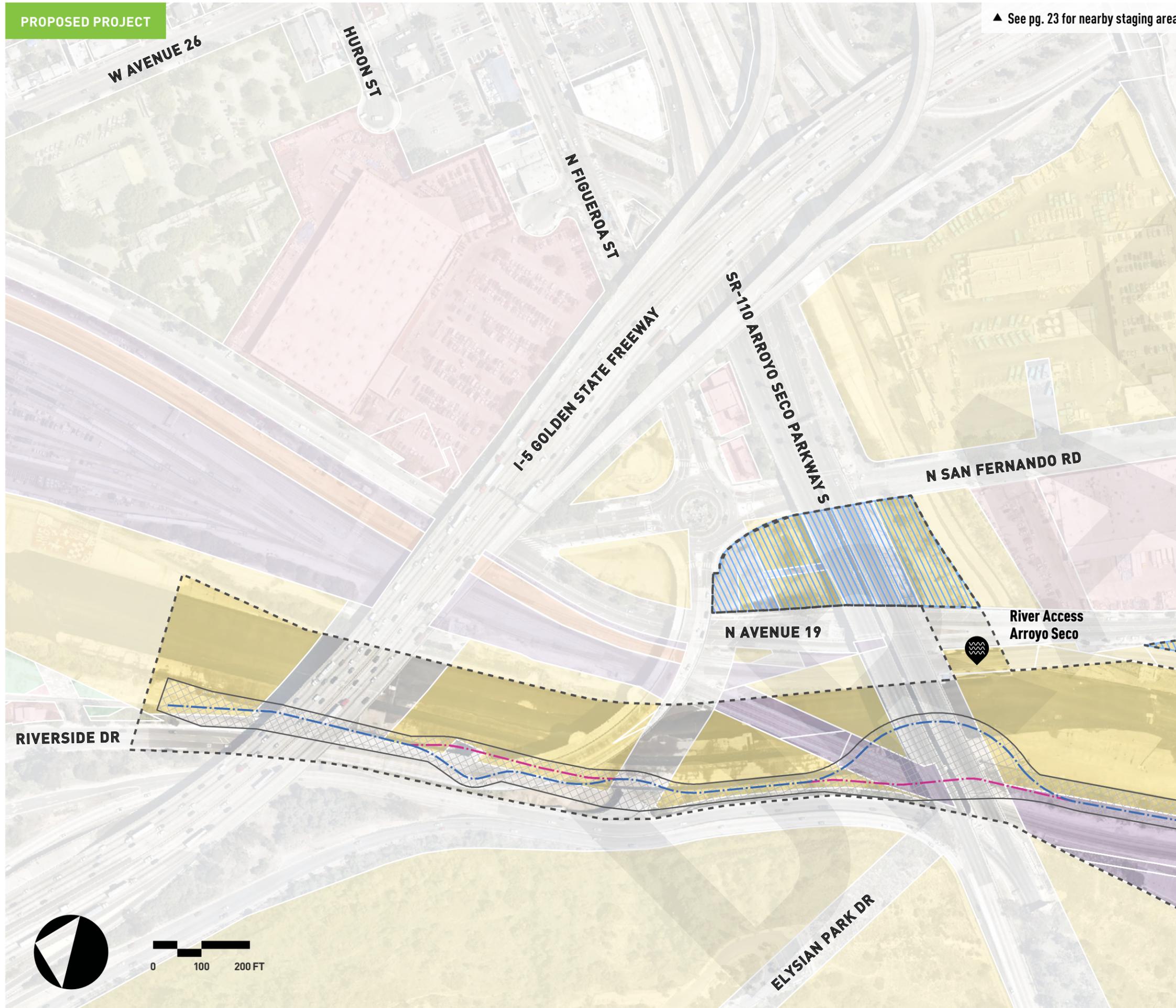
## Design Variation

At specific locations, several variations of the alignments and access points for the Proposed Project, Option 1, and Option 2 are proposed due to various site constraints and challenges in the Project corridor.



## Union Station Connection

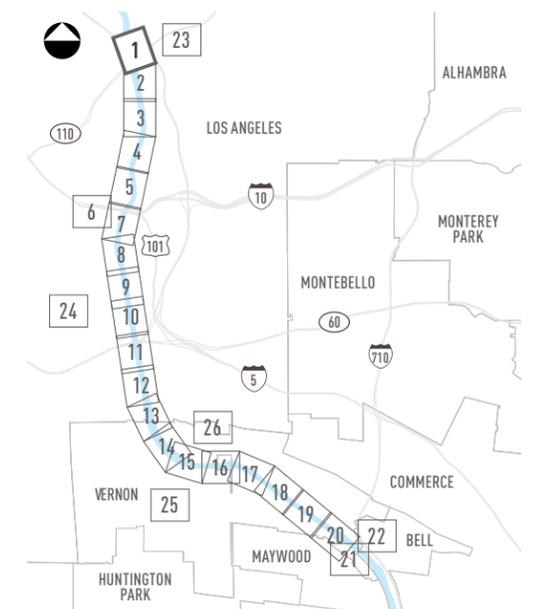
From the *Union Station via Center Street Access Point*, the connection path would follow an on-street alignment along Center Street and travel under US Highway Route 101. As the connection path continues northerly, Center Street becomes Ramirez Street. Upon crossing Vignes Street, this potential path would enter the Patsaouras Transit Plaza and connect with Union Station.



LEGEND | PROPOSED PROJECT

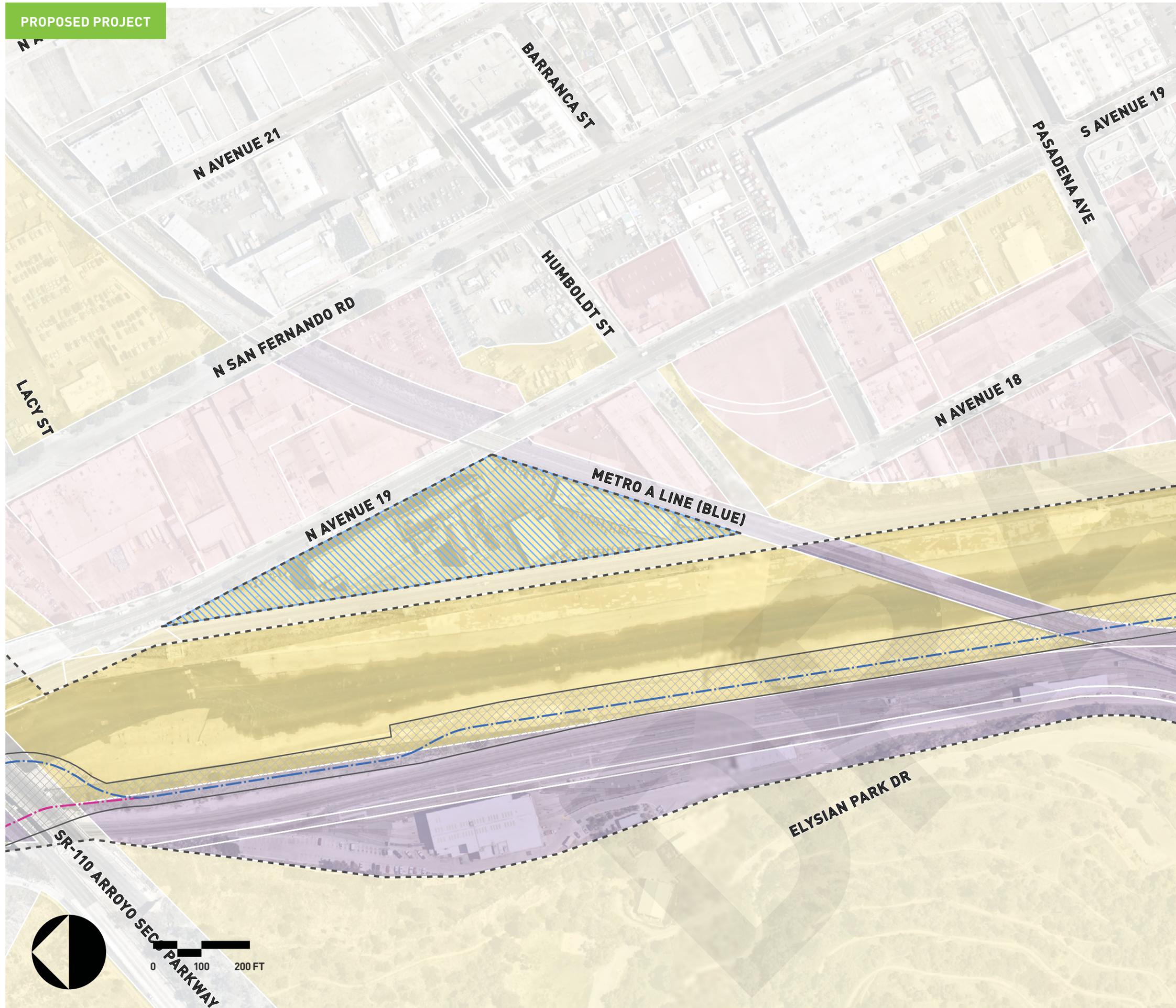
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KEY MAP



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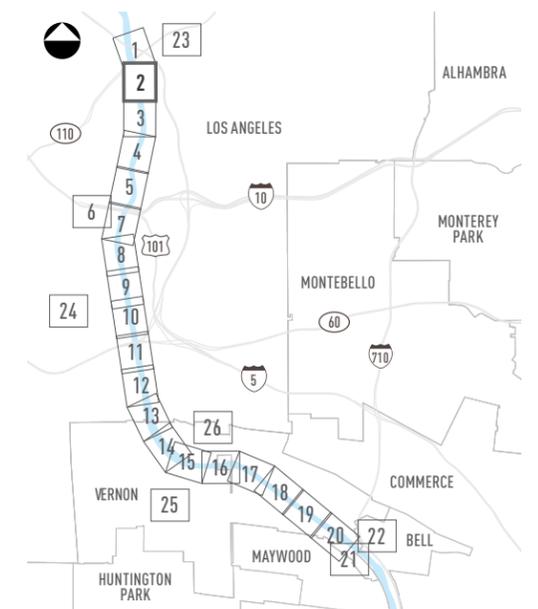




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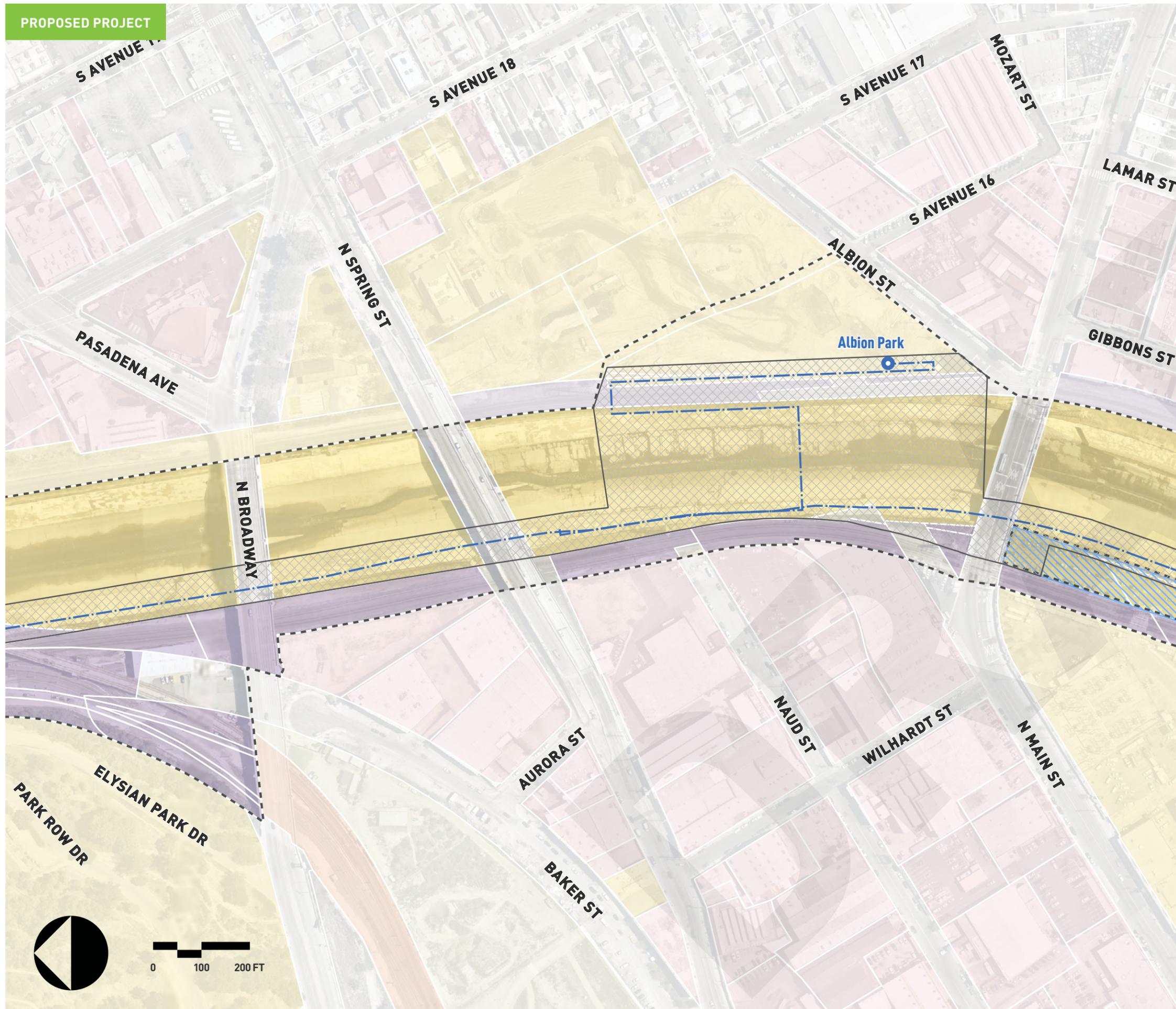
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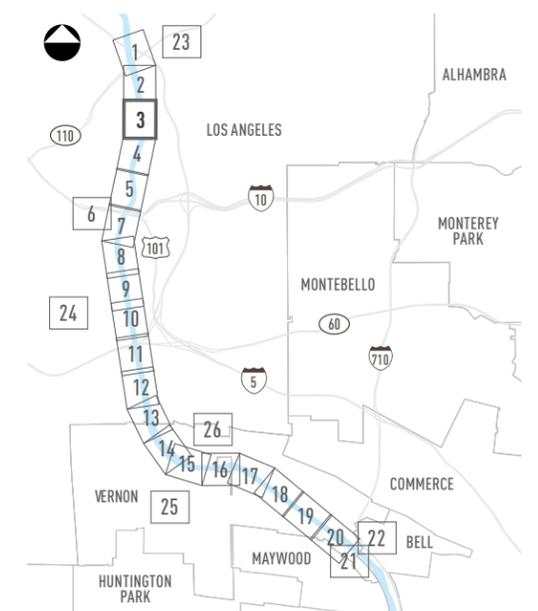




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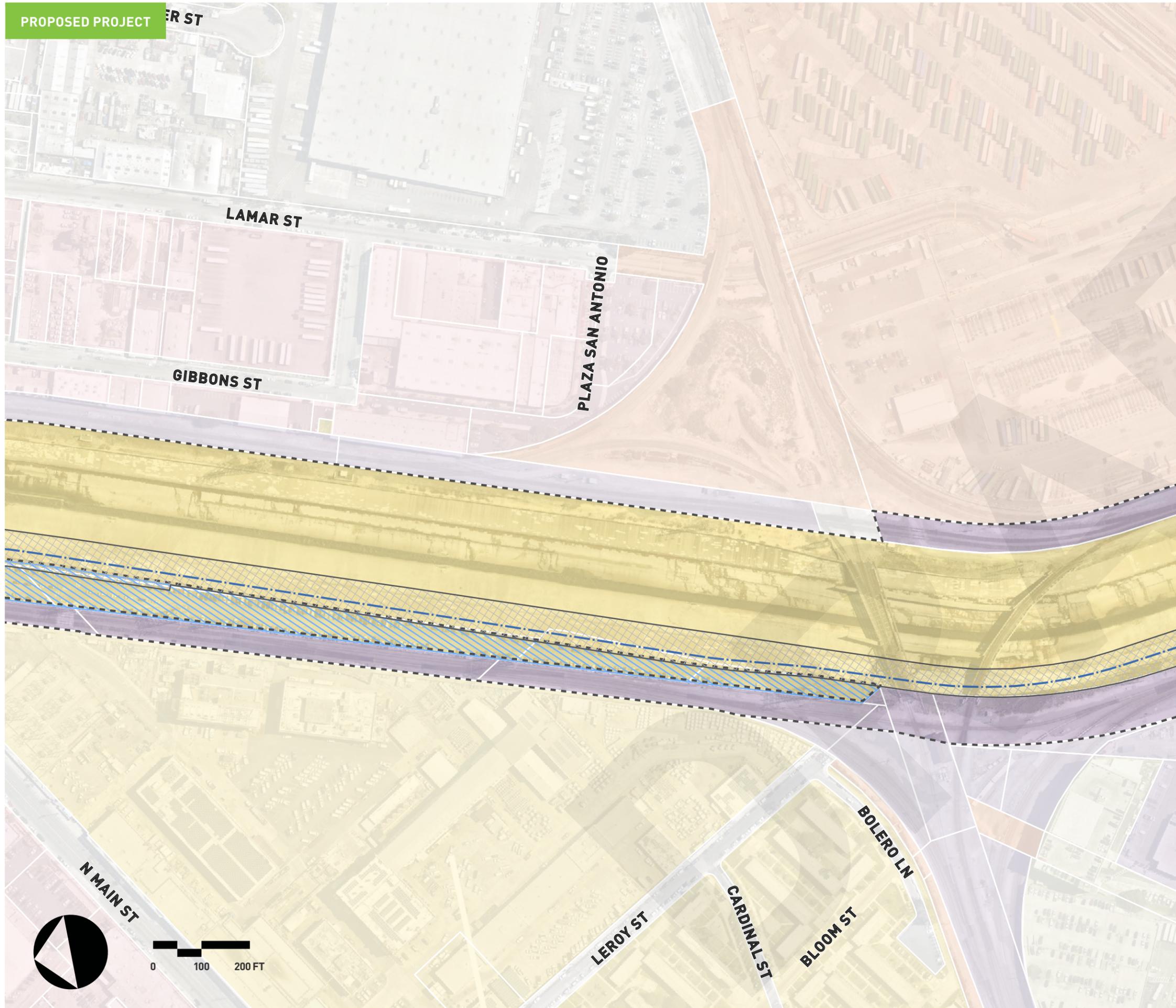


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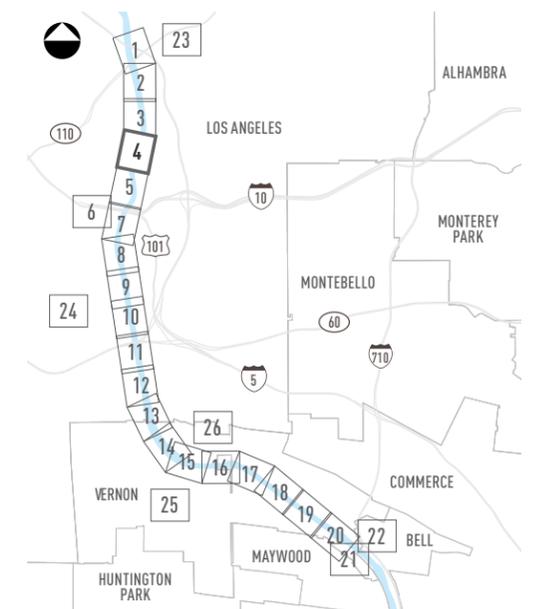


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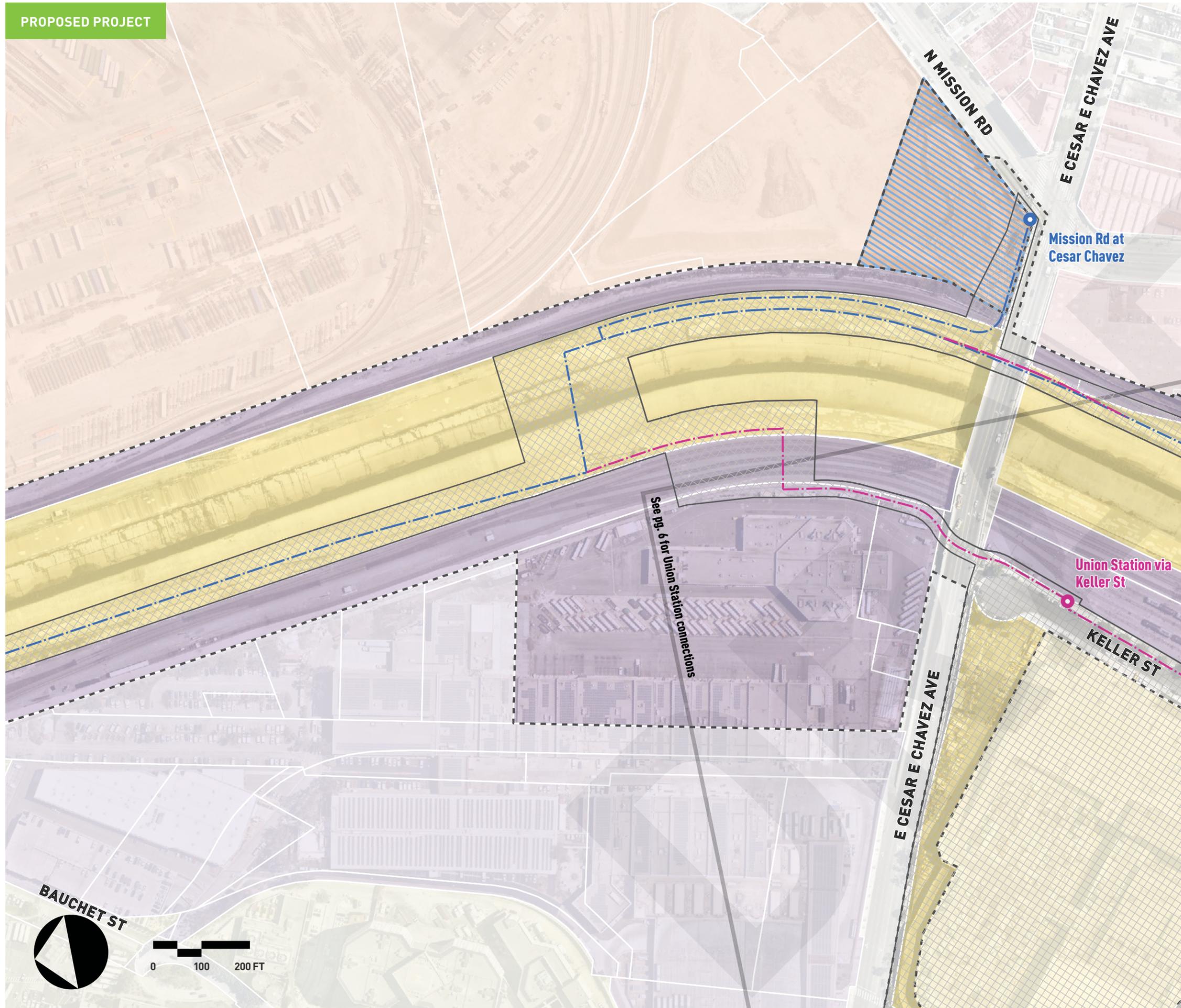


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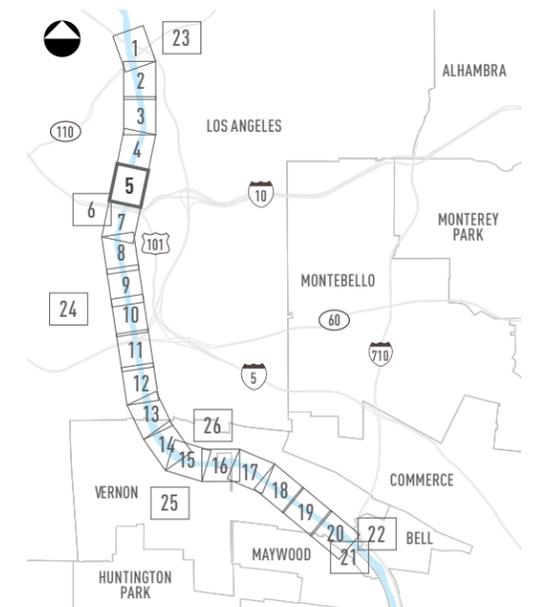


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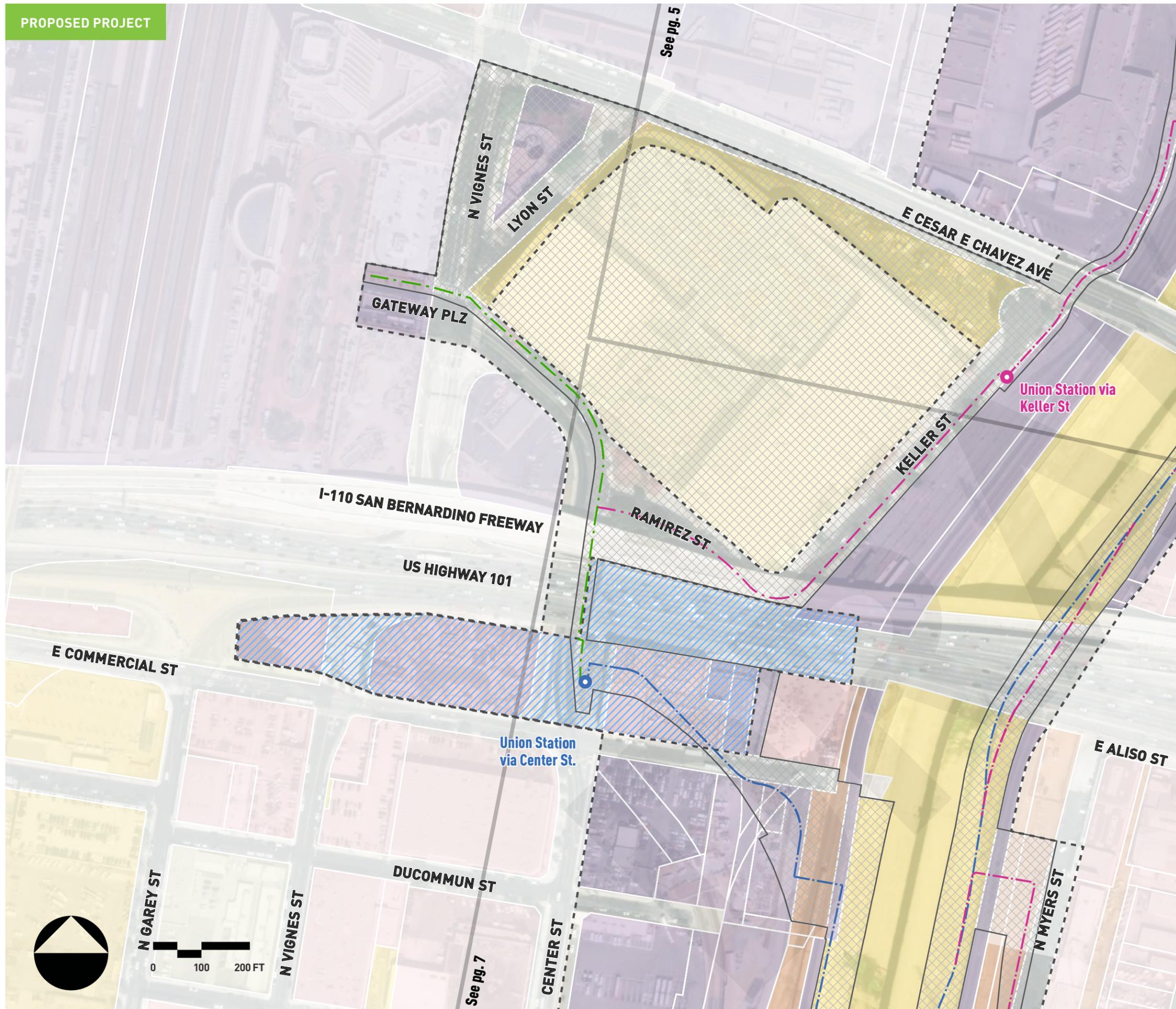


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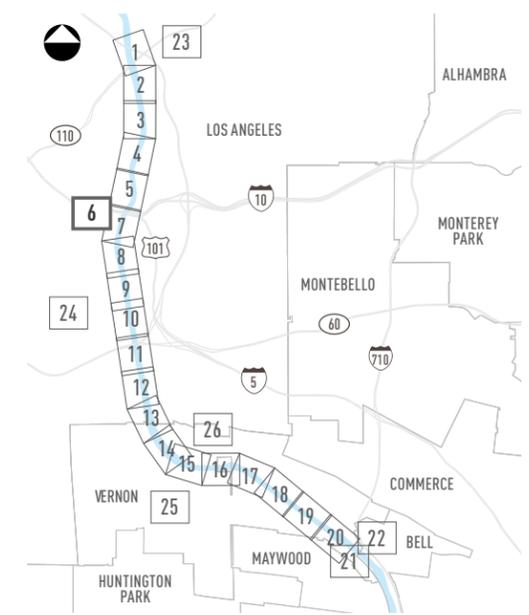


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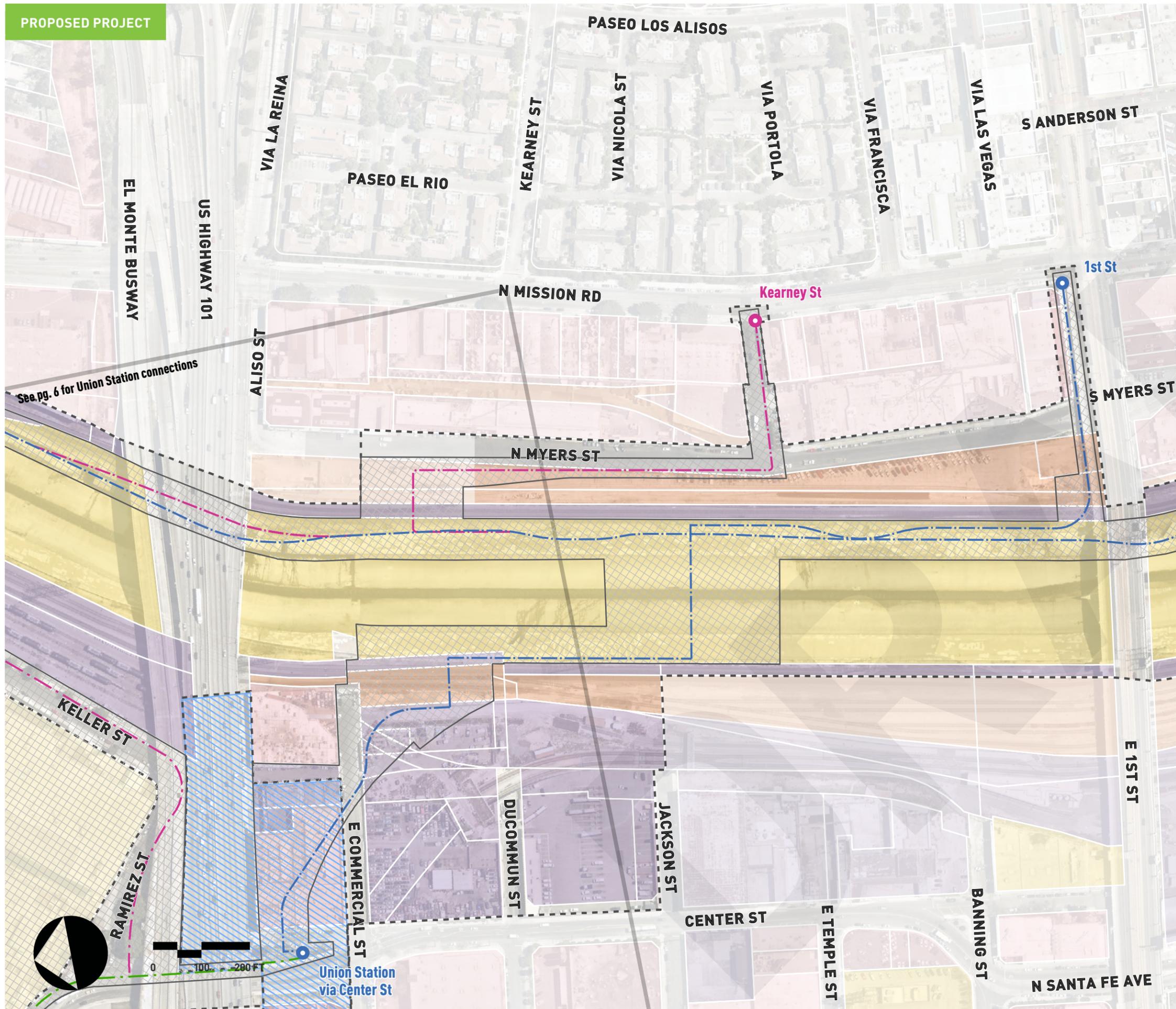


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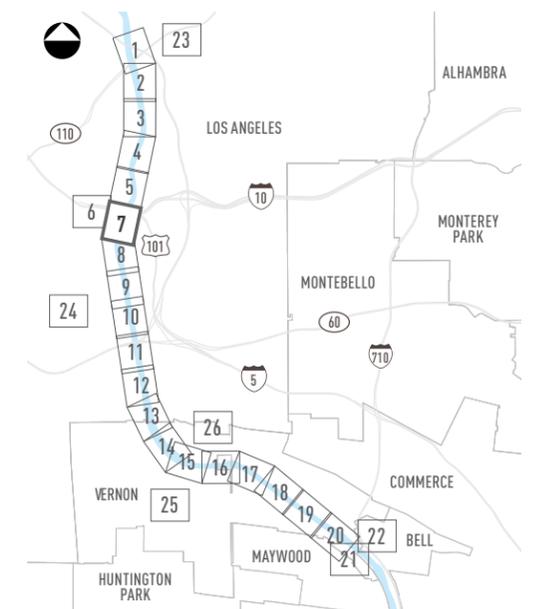




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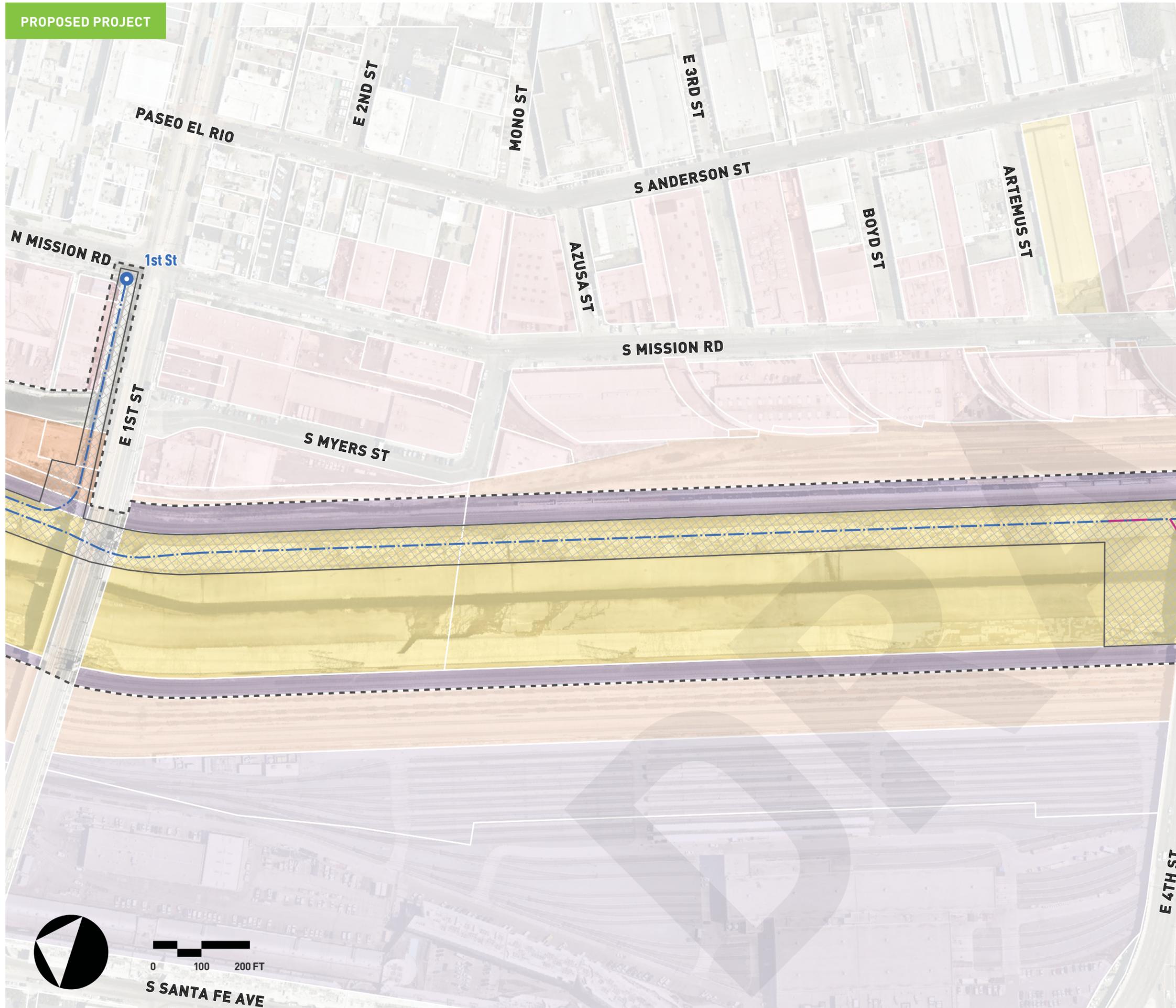
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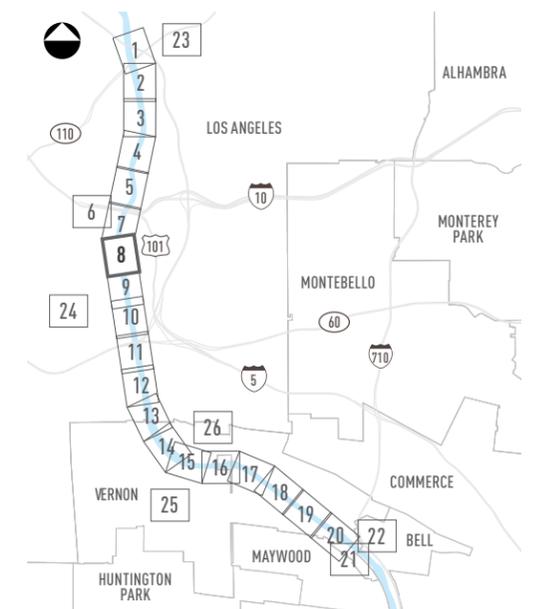




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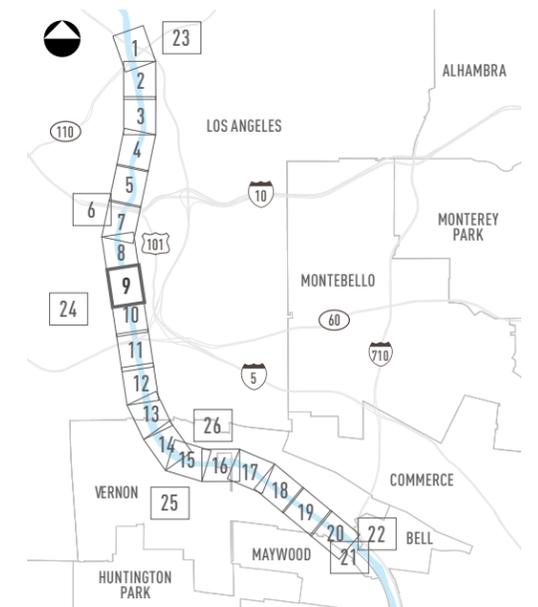




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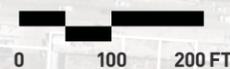
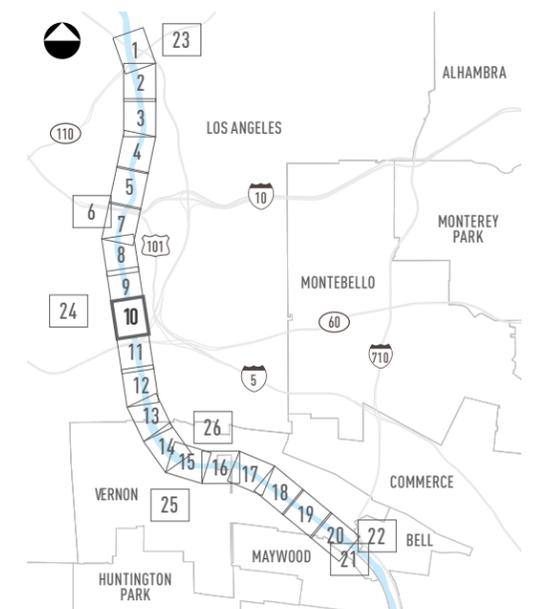




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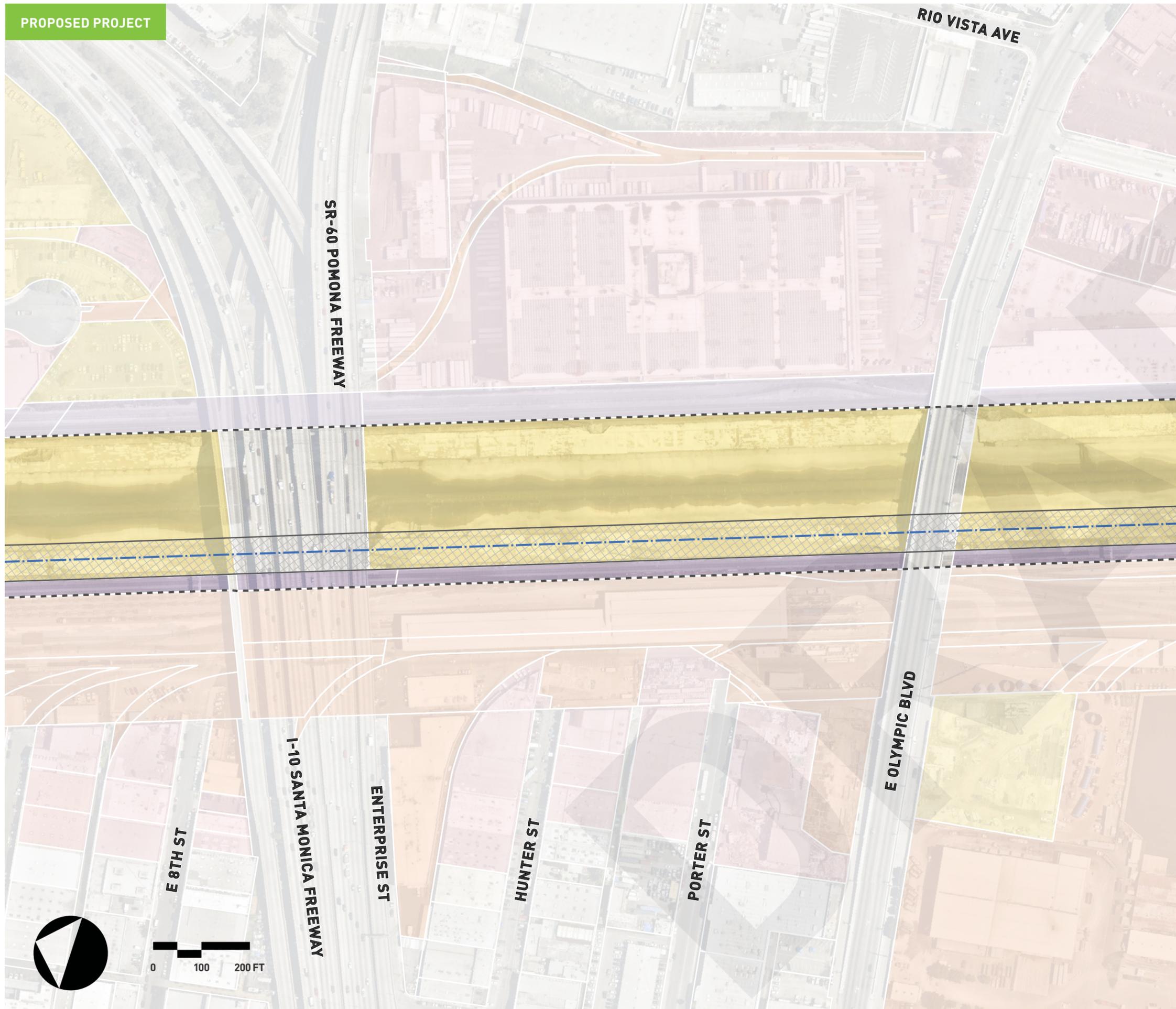
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▼ See pg. 24 for nearby staging area

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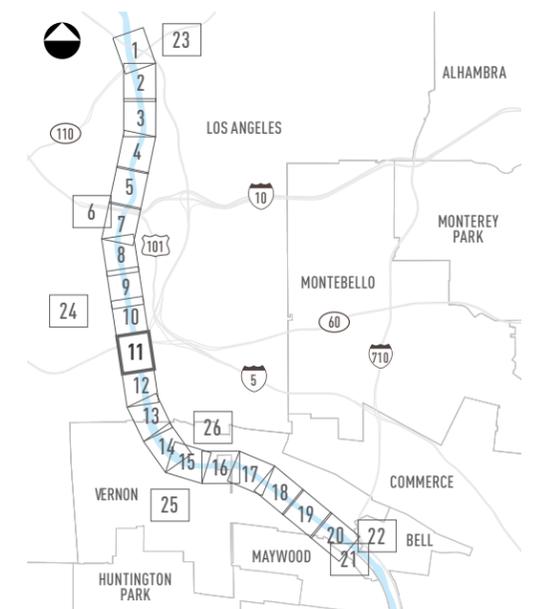




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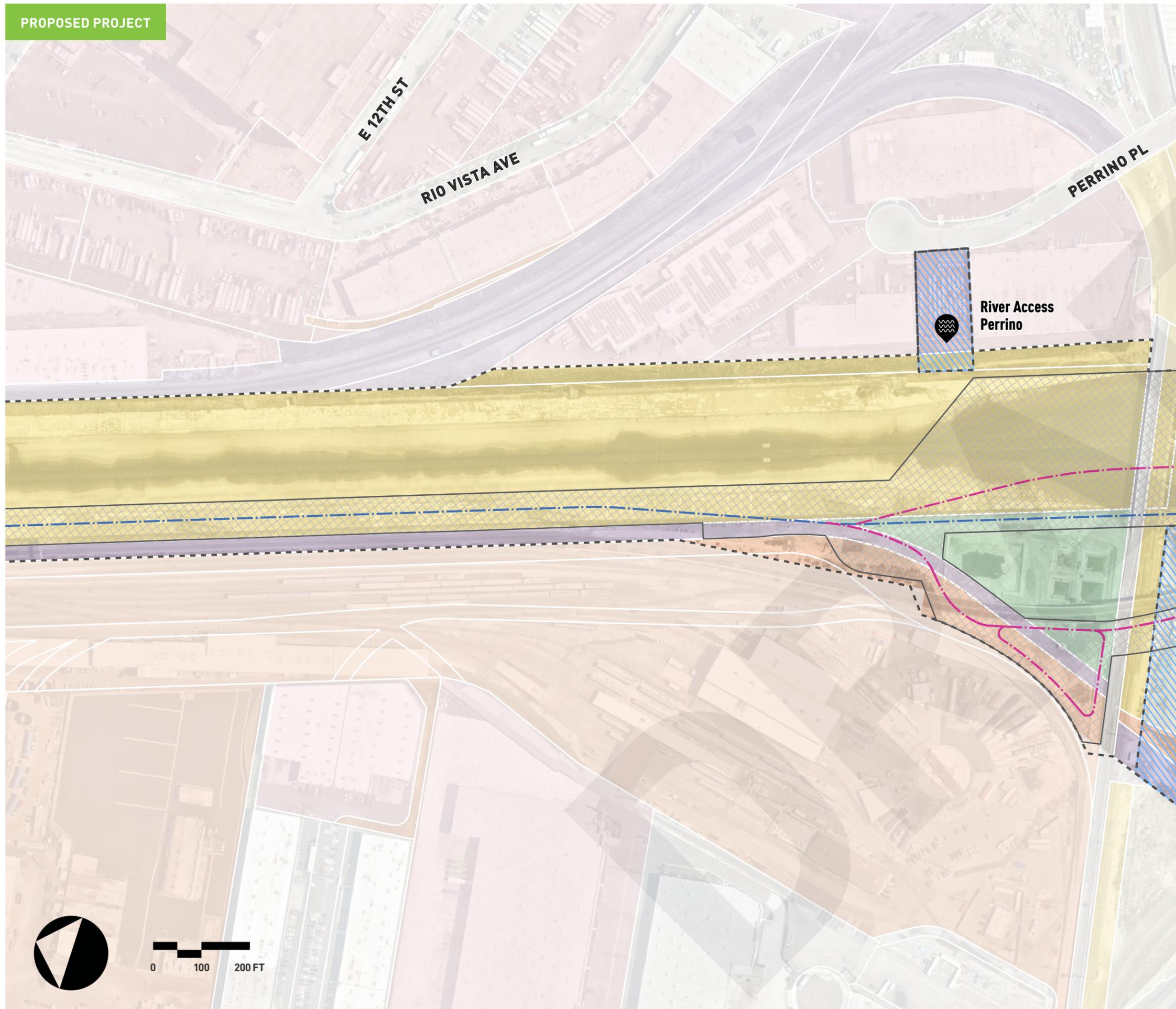
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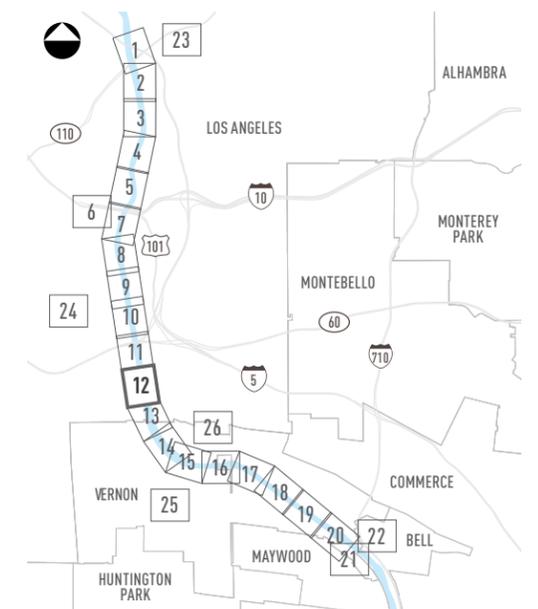




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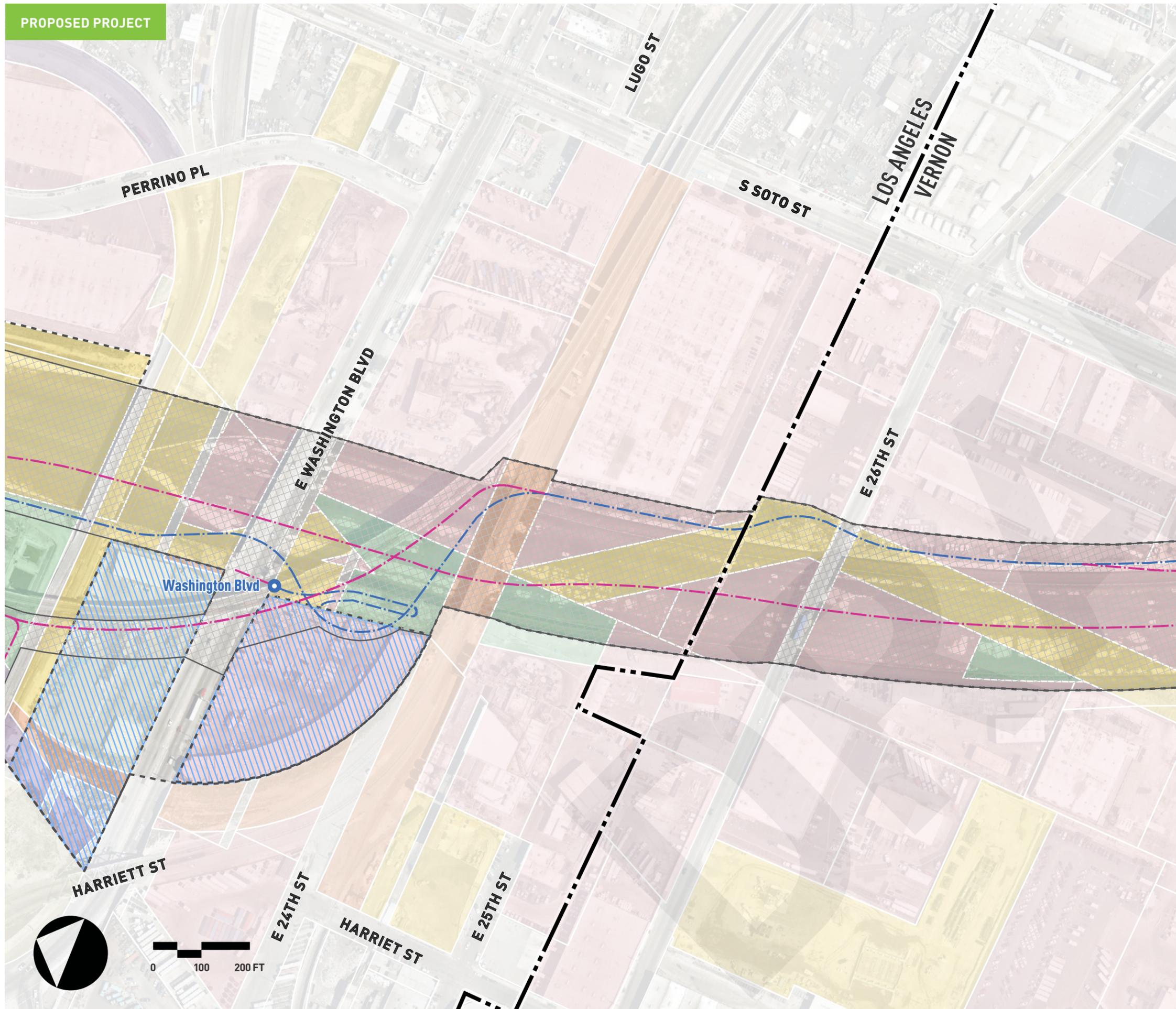
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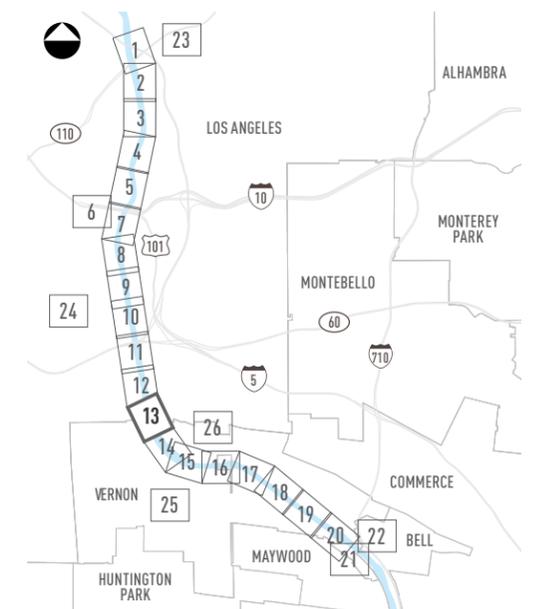




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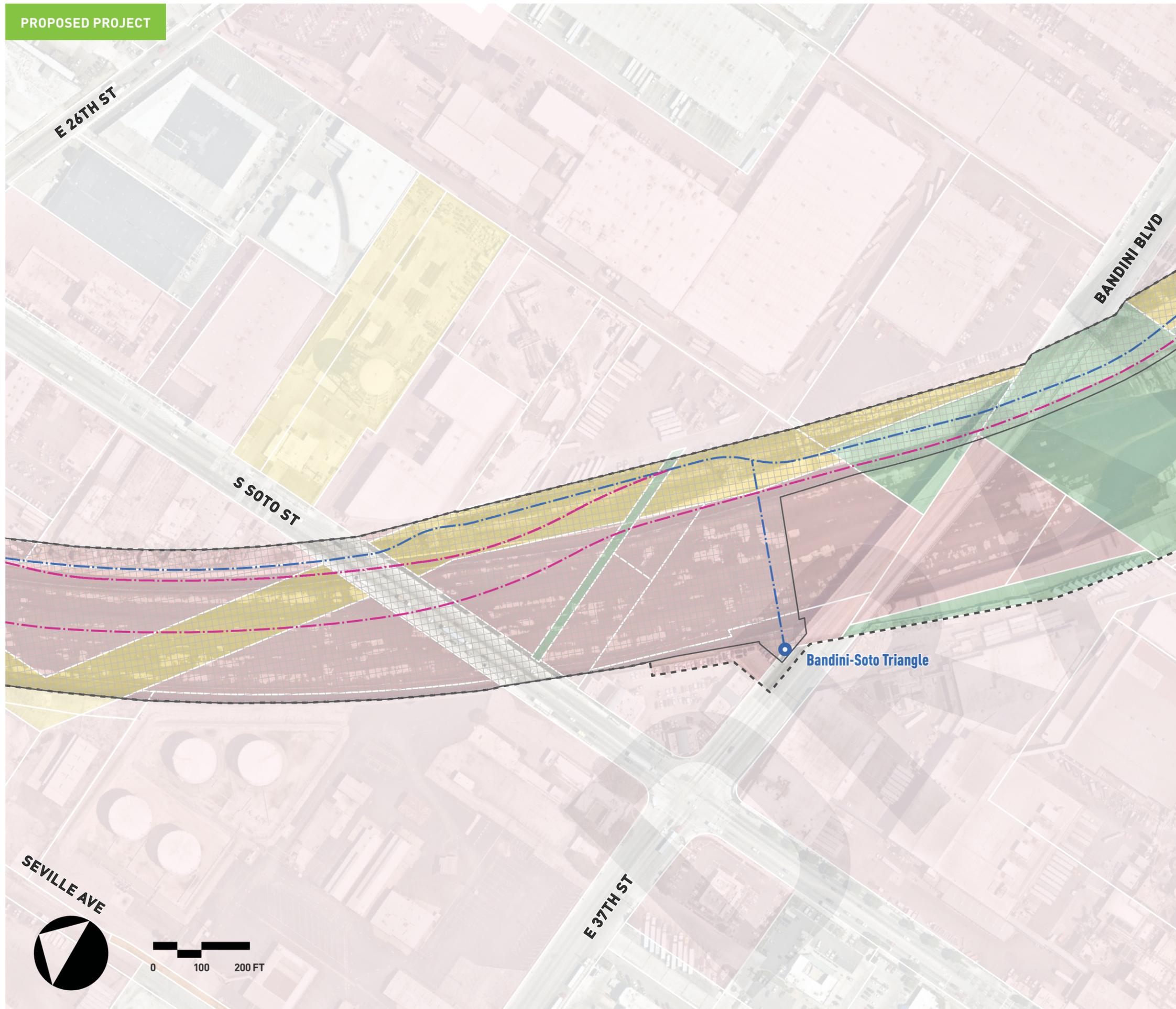
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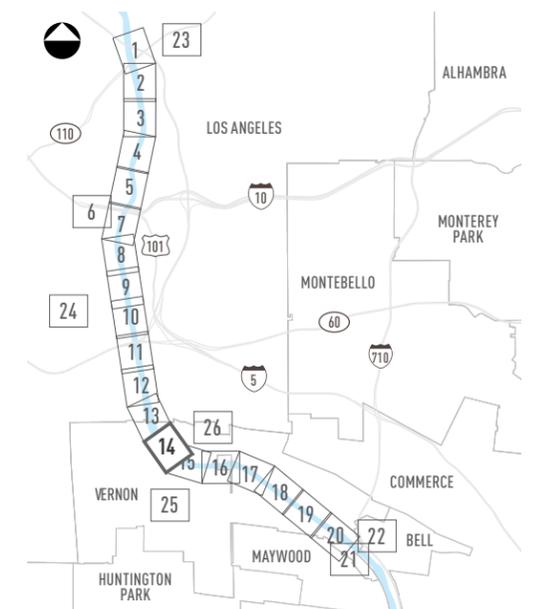




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Bandini-Soto Triangle

BANDINI BLVD

S SOTO ST

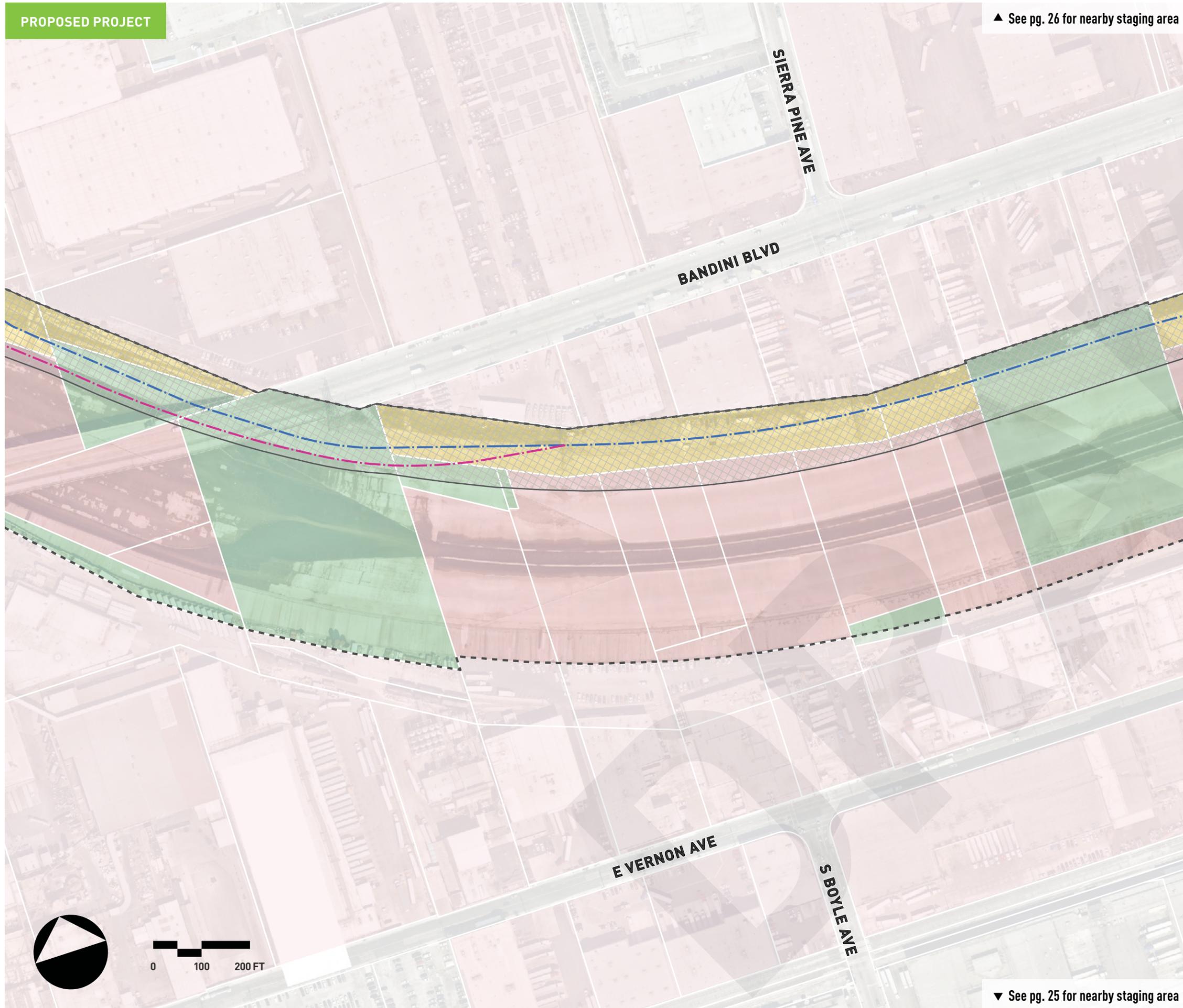
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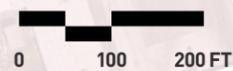
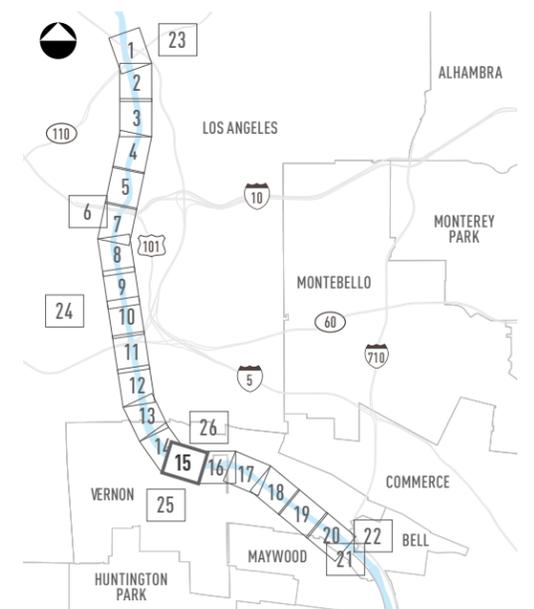
MAP 14 OF 26  
PROPOSED PROJECT

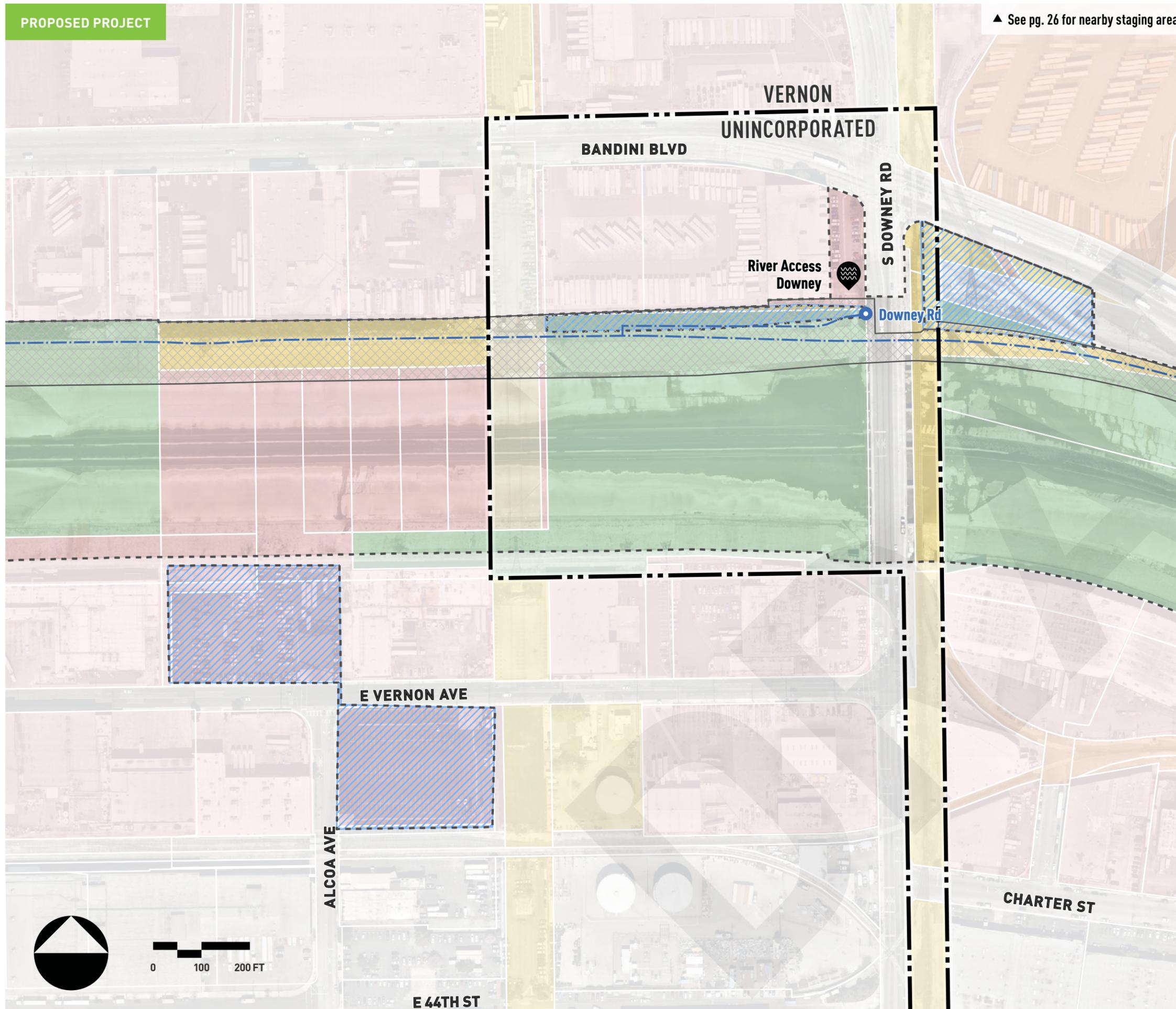


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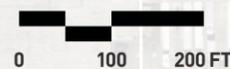
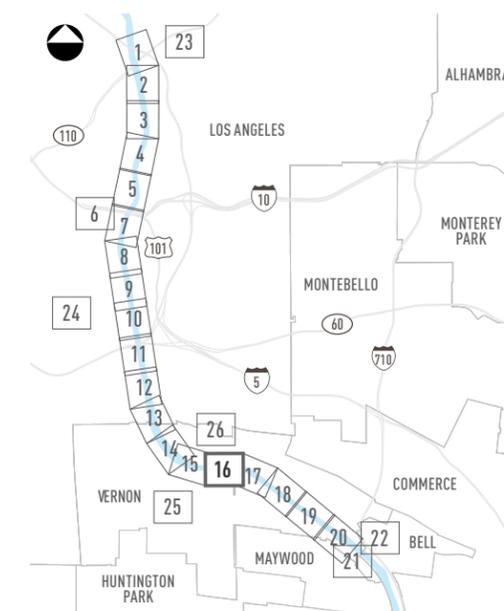




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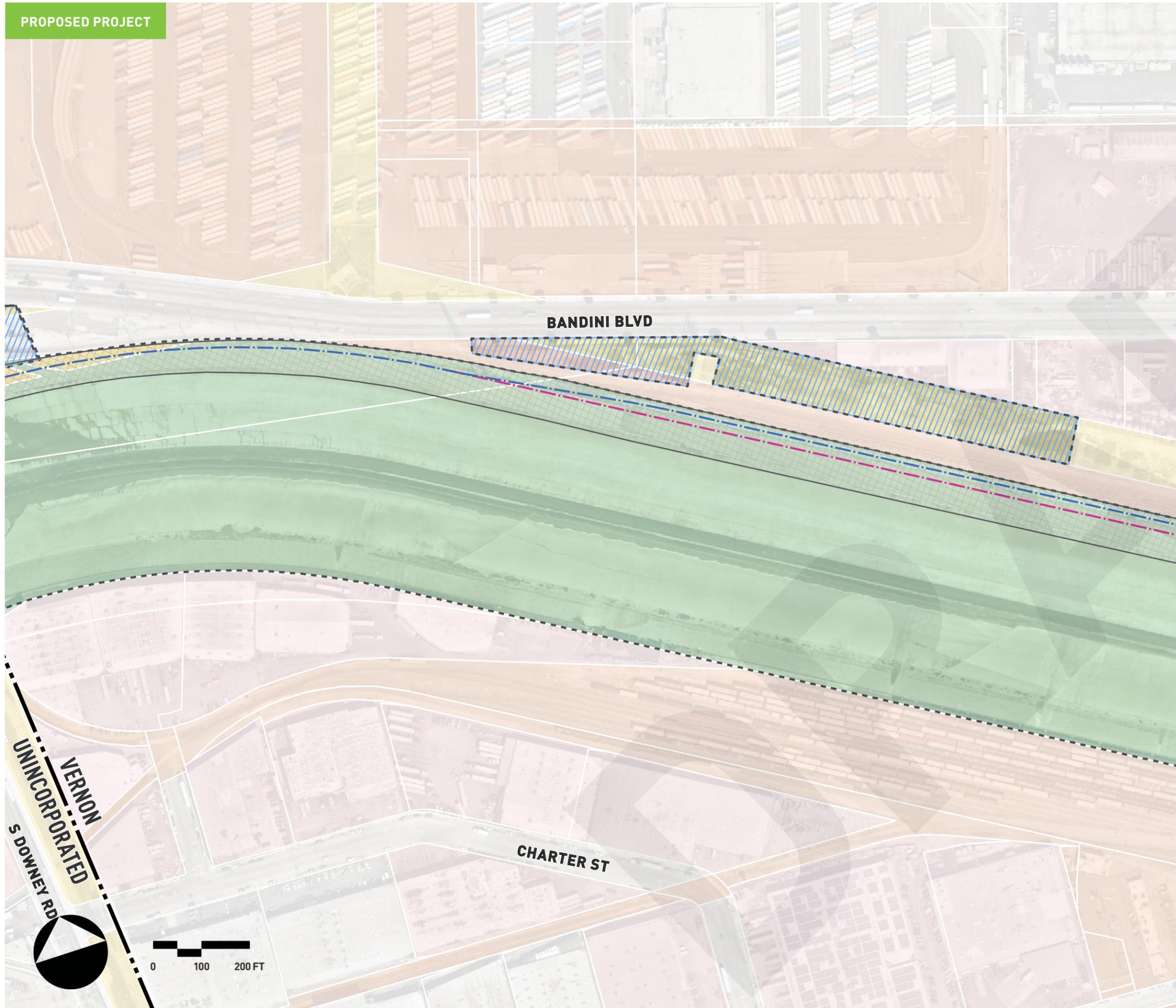


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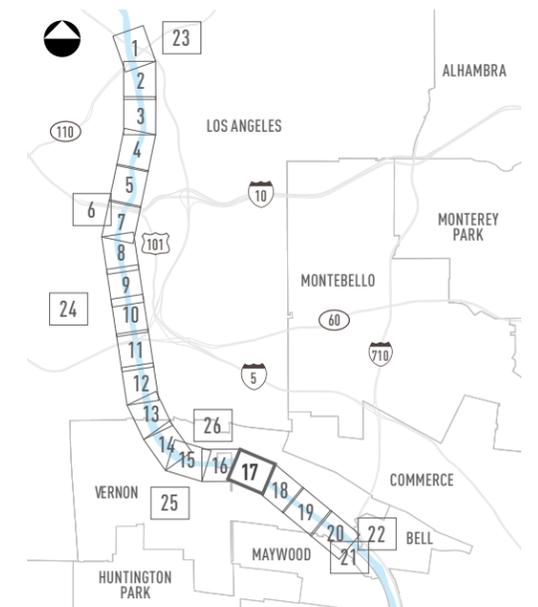


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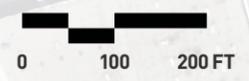
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UNINCORPORATED  
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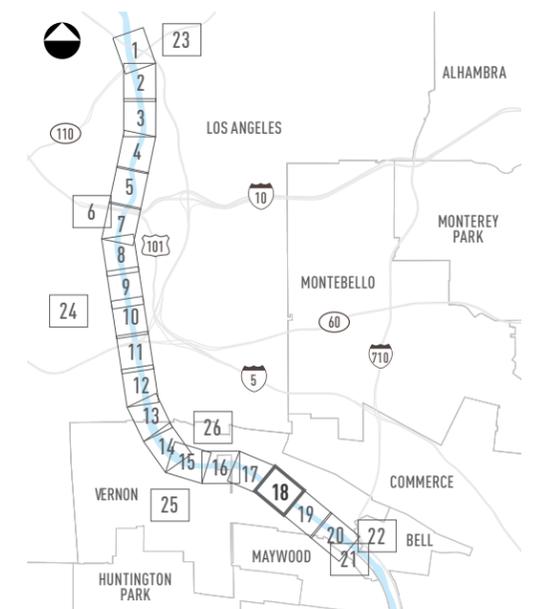




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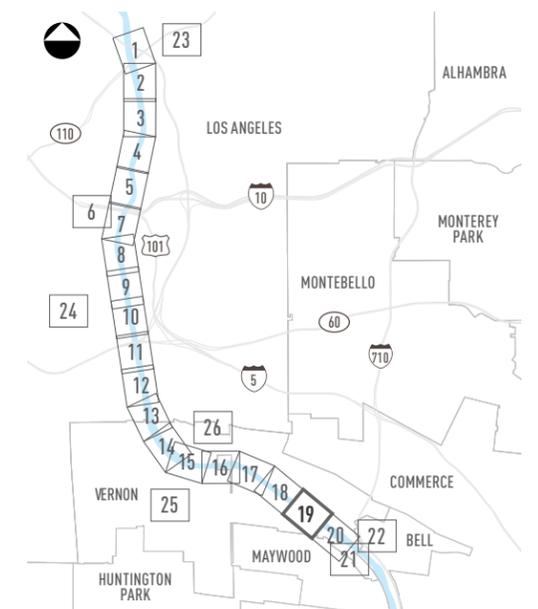




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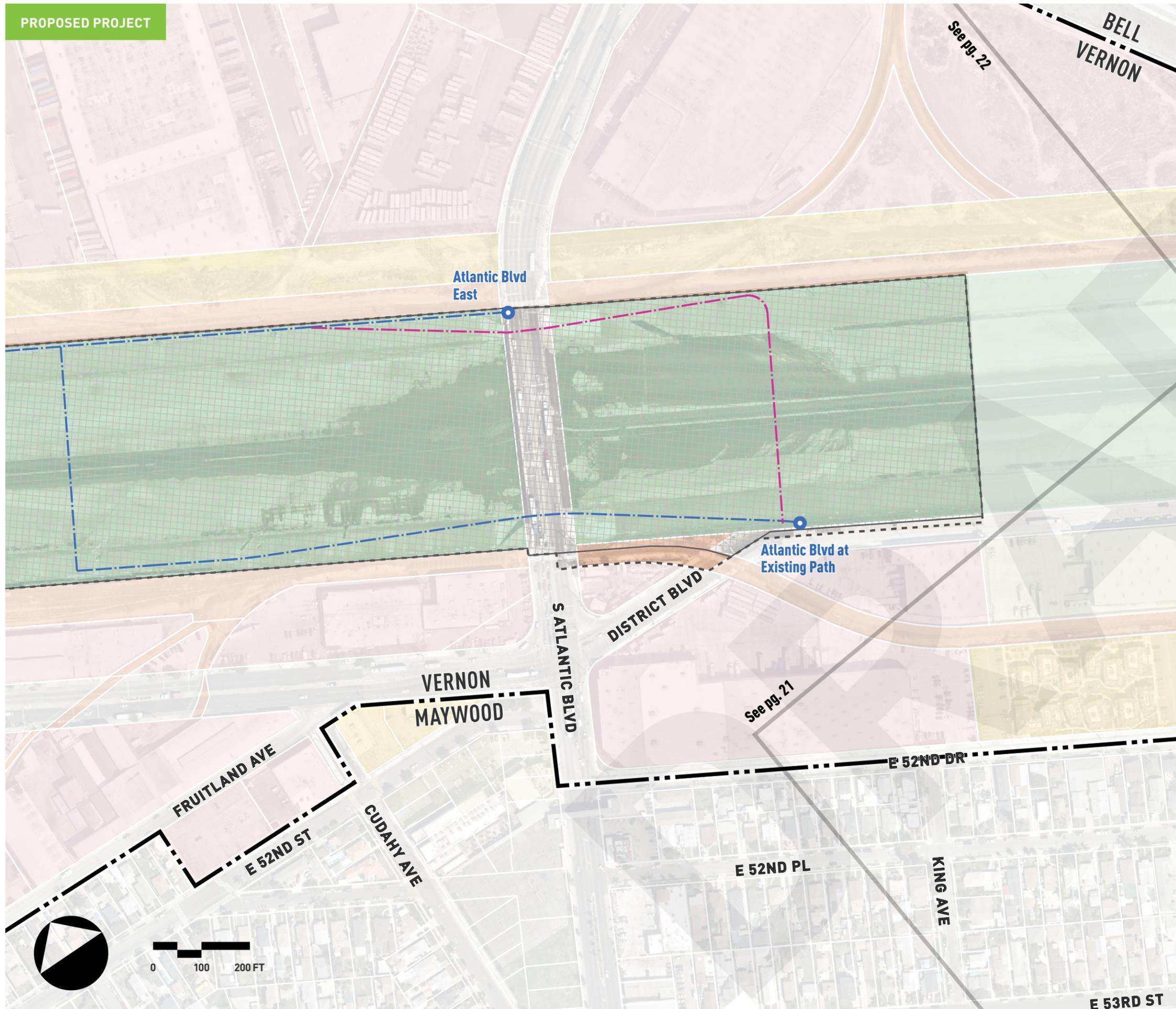
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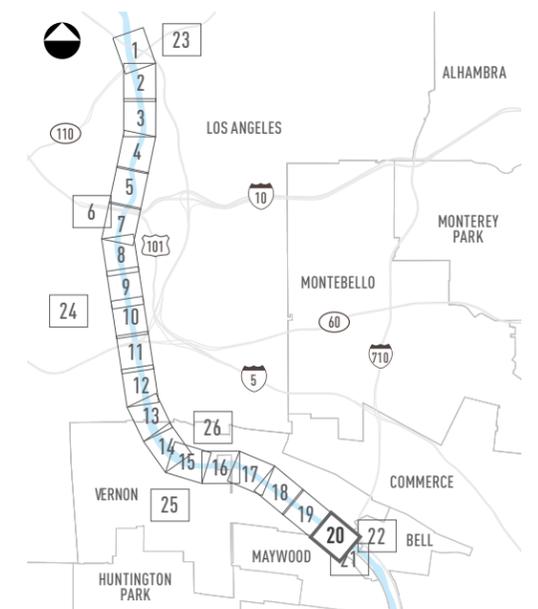




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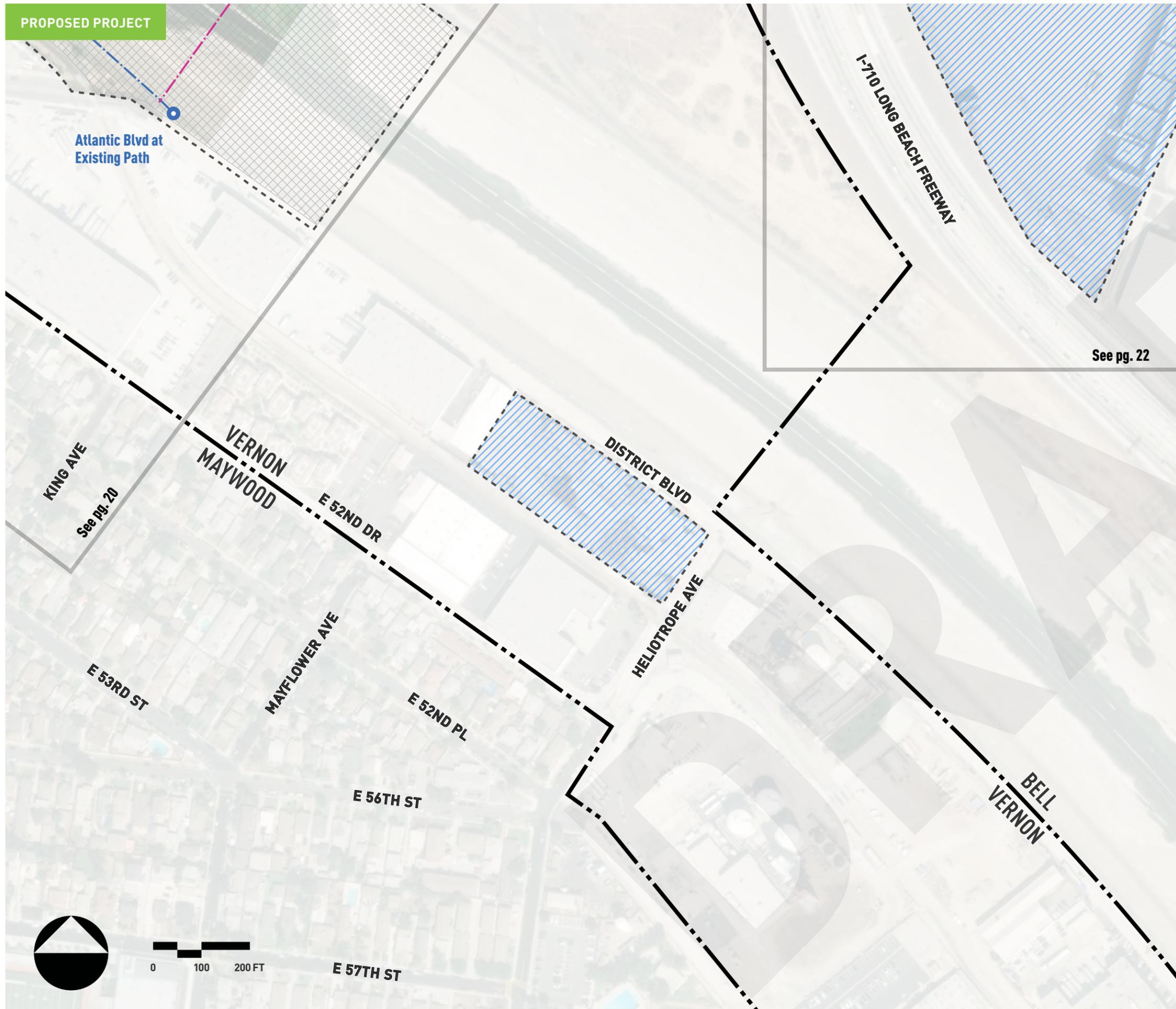


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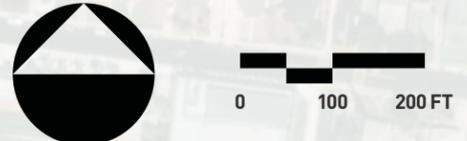
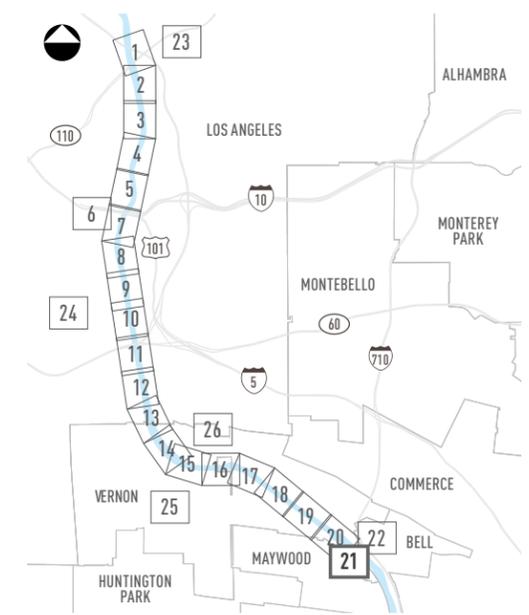


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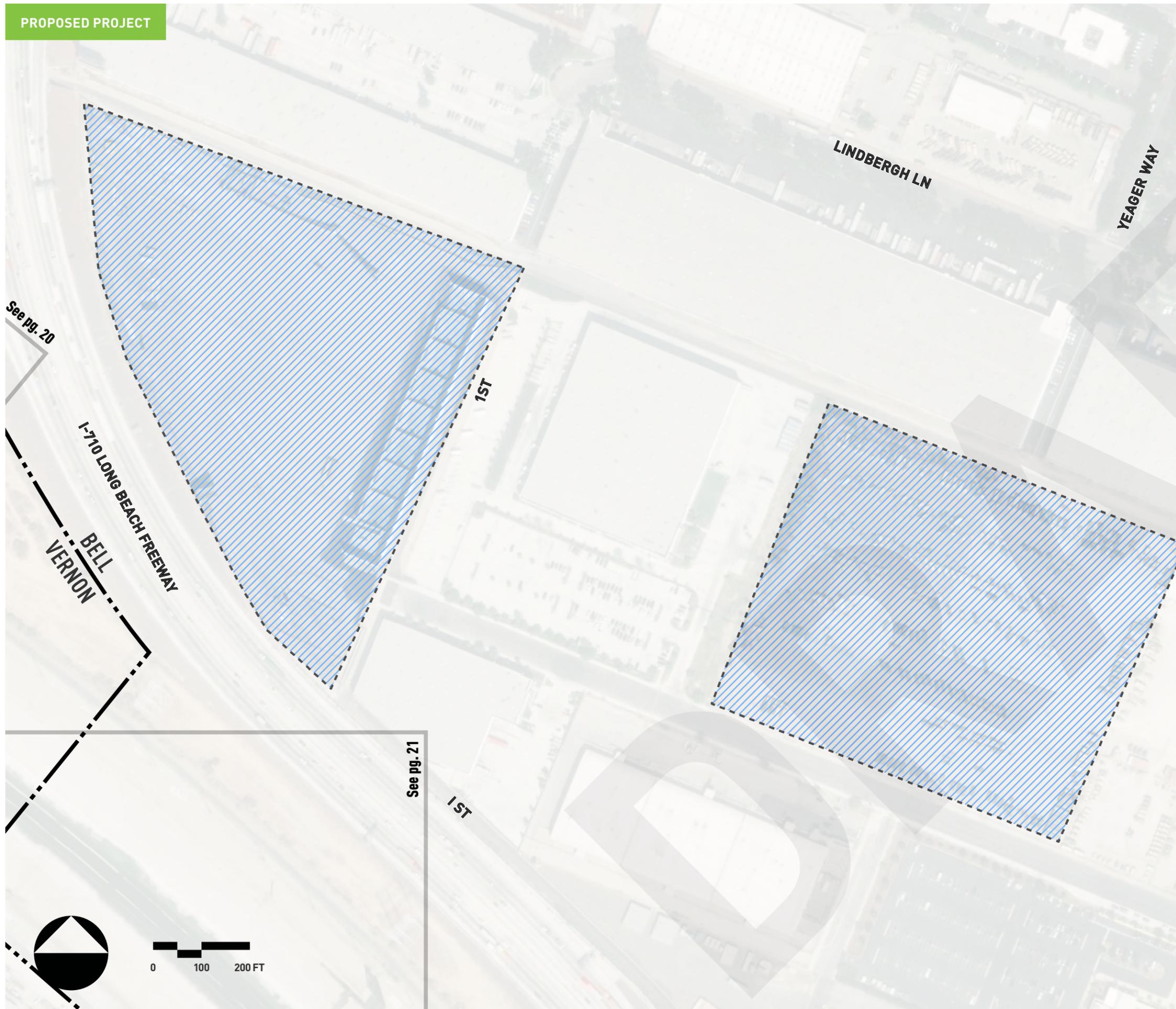


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LEGEND | PROPOSED PROJECT

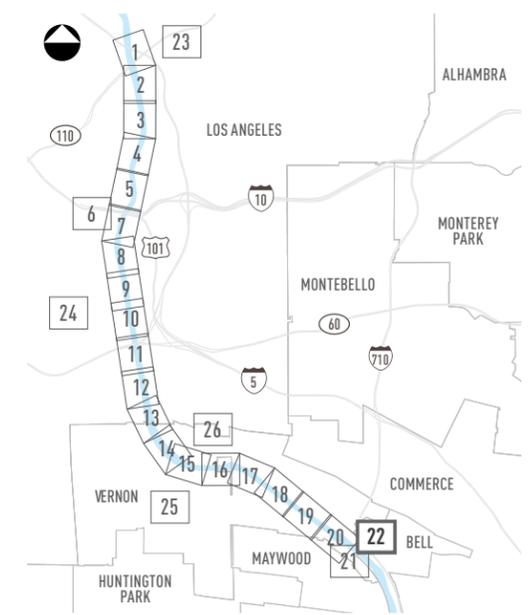
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-  Temporary Footprint
-  Staging Area
-  River Access
-  Path
-  Design Variation
-  Union Station Connection
-  Path Access Point
-  Design Variation Access Point
-  Metro
-  Los Angeles County Flood Control District
-  City of Los Angeles or Vernon
-  Other Government
-  Railroad
-  Private
-  City Boundary
-  Match Line



See pg. 20

See pg. 21

KEY MAP

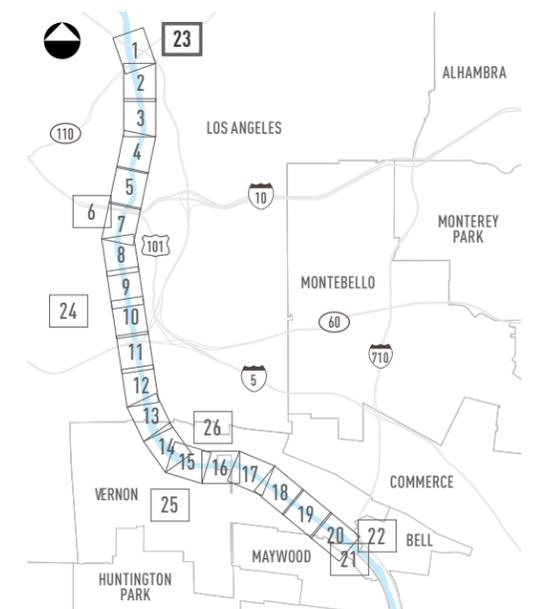


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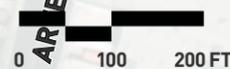
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KEY MAP



▲ See pg. 1

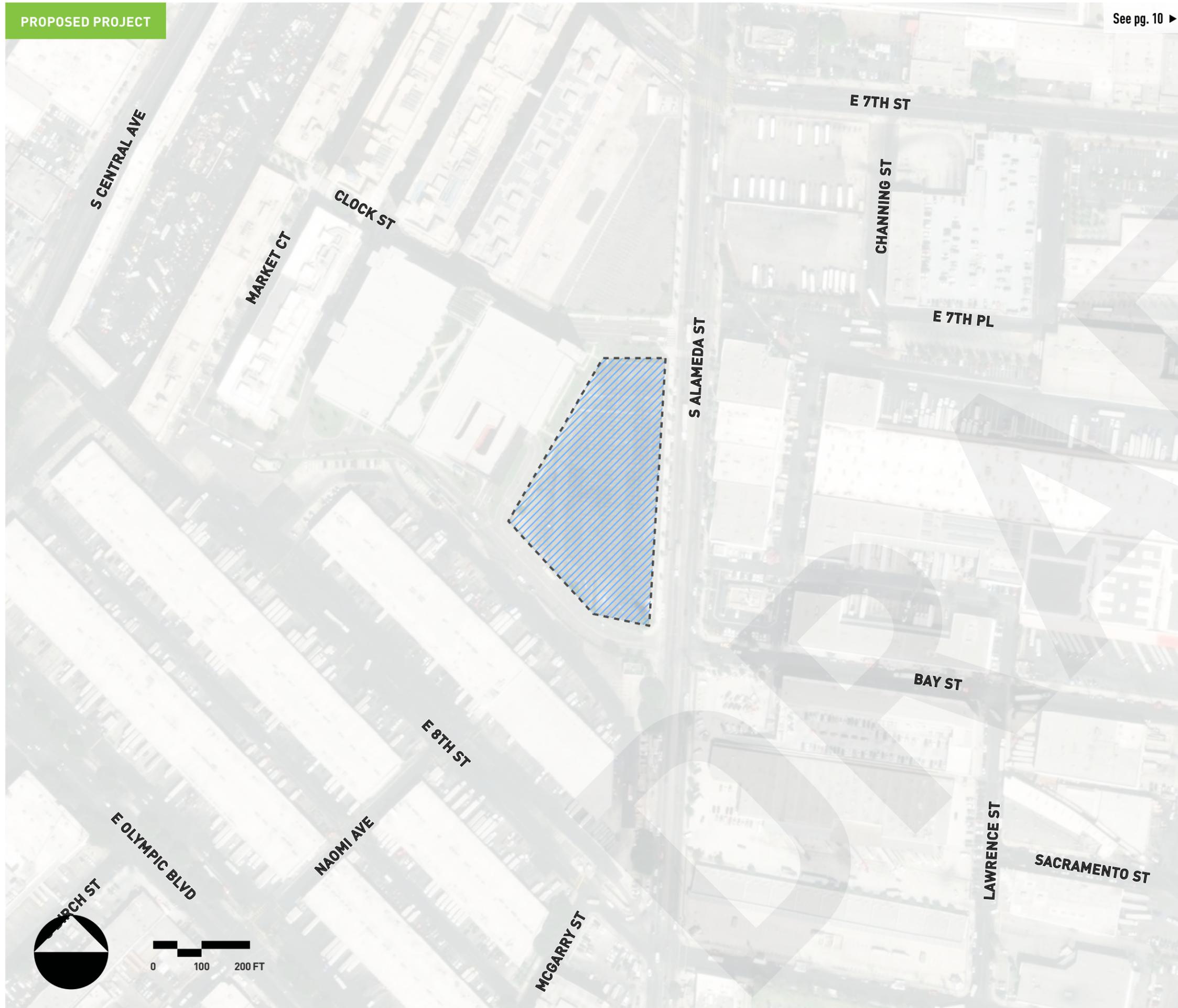


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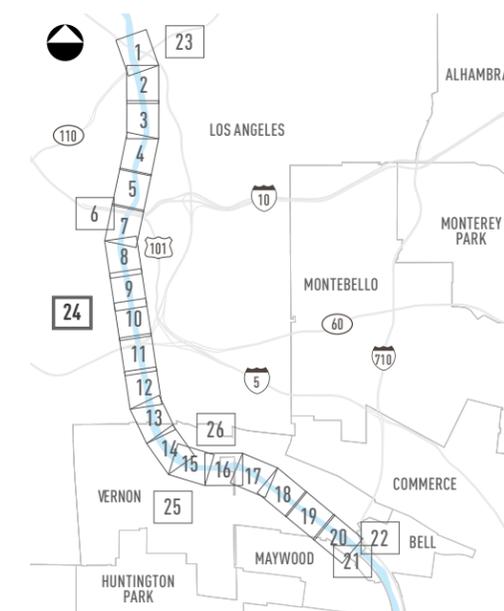
MAP 23 OF 26  
PROPOSED PROJECT



LEGEND | PROPOSED PROJECT

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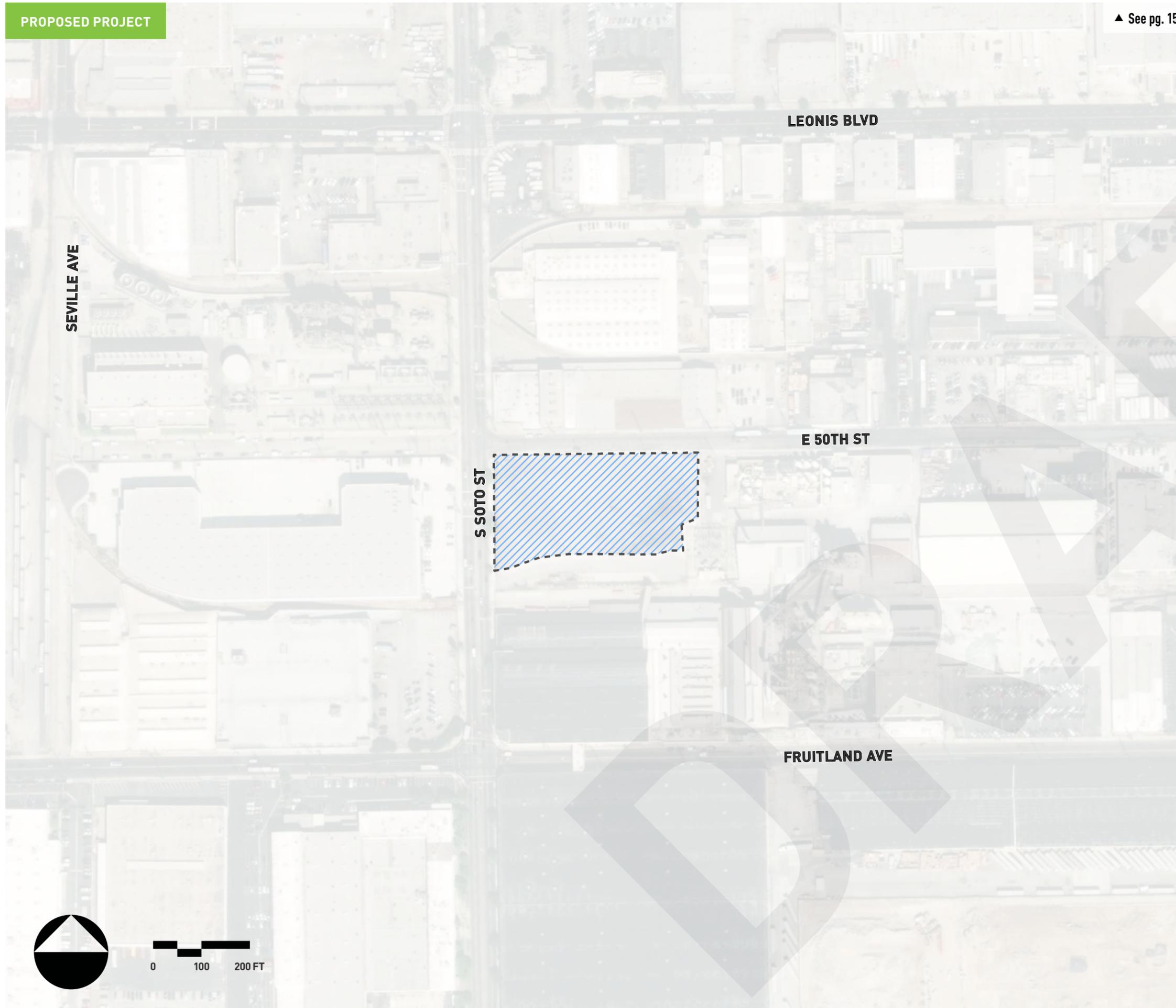


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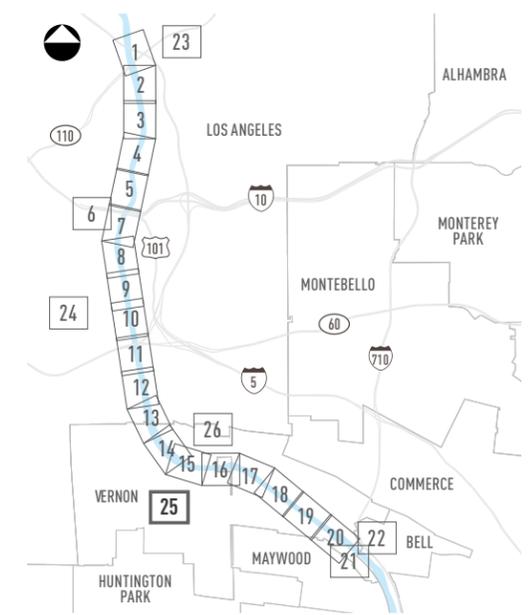


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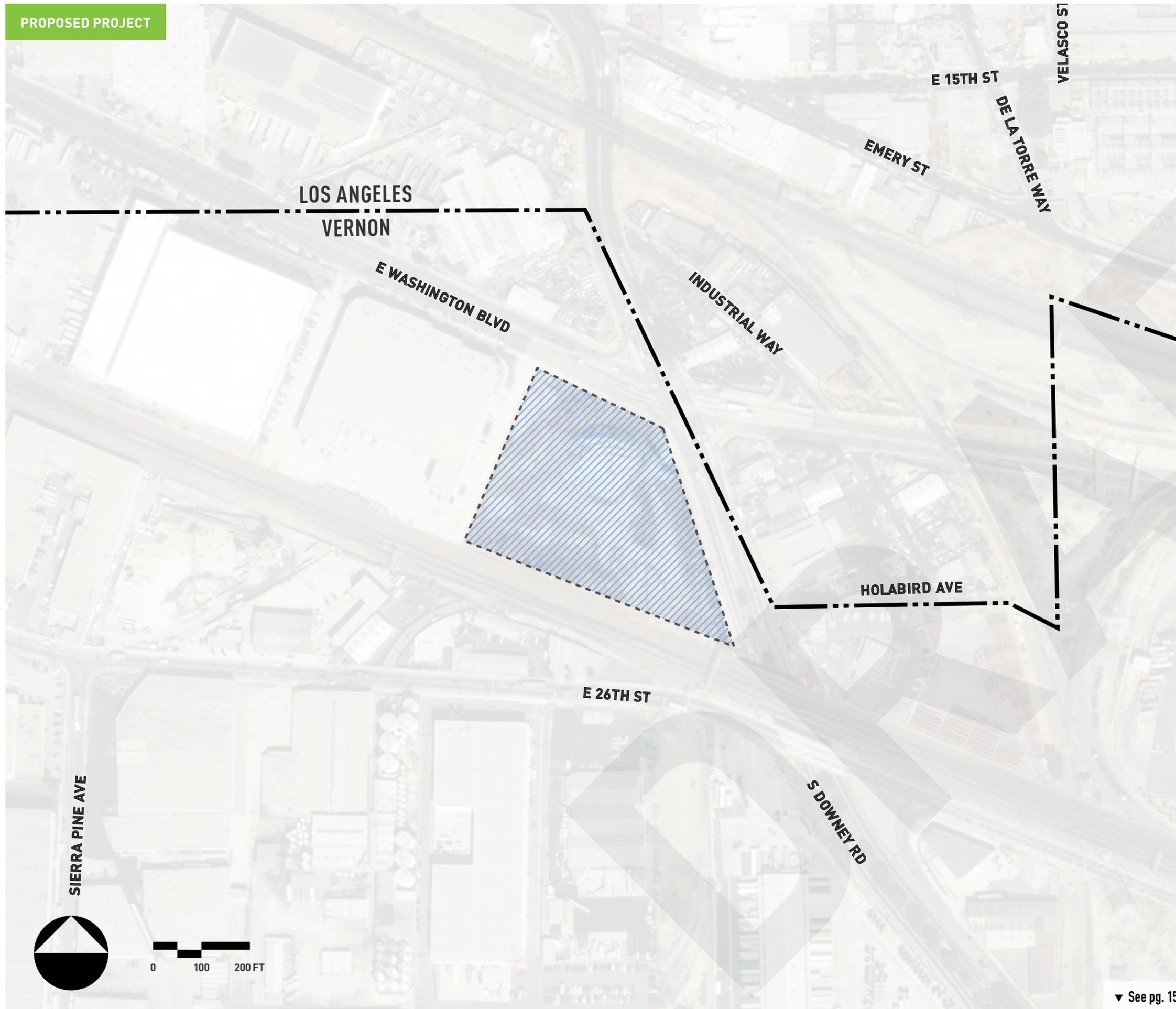


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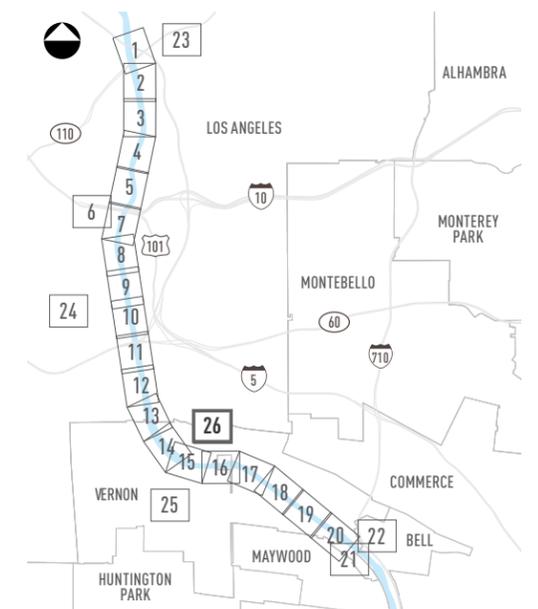




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KEY MAP



▼ See pg. 15

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26

MAP 26 OF 26  
PROPOSED PROJECT

**Appendix B-2  
Option 1  
Footprint Maps**

# LA RIVER PATH PROJECT FOOTPRINT

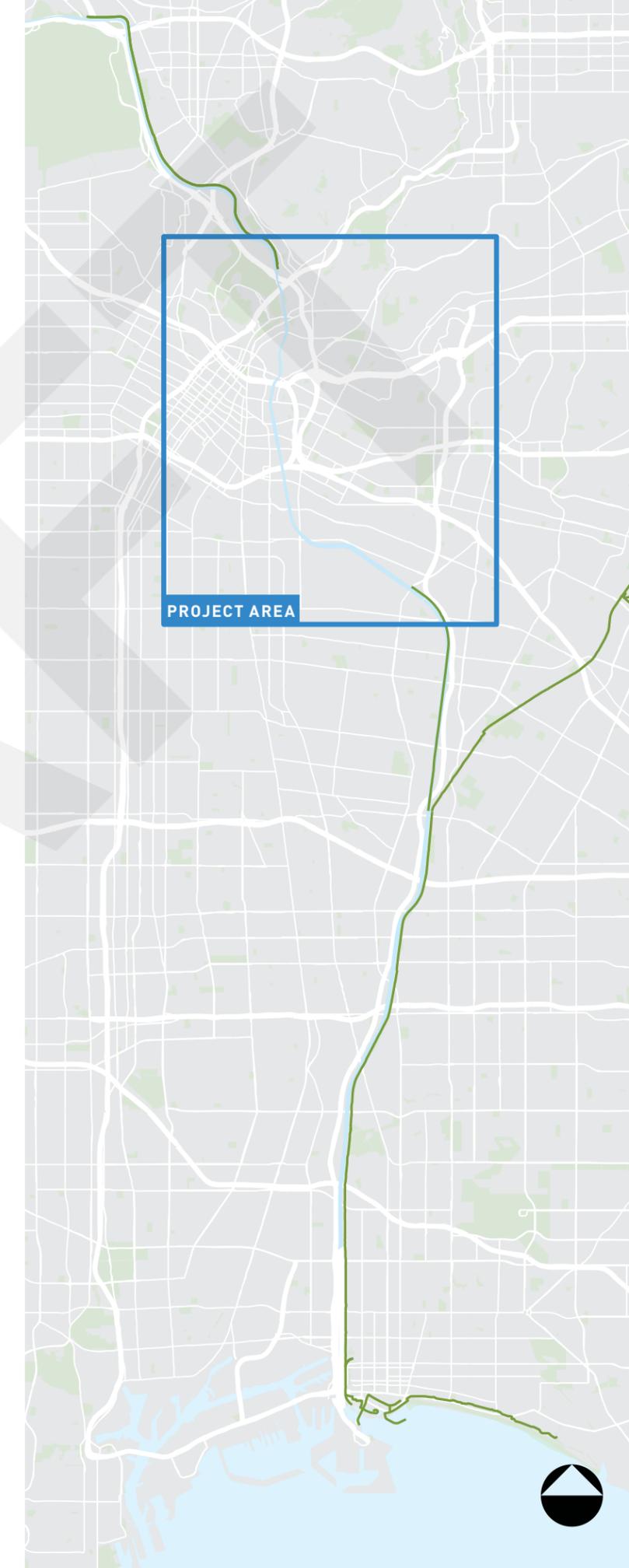
**OPTION 1**

DRAFT | April 2024

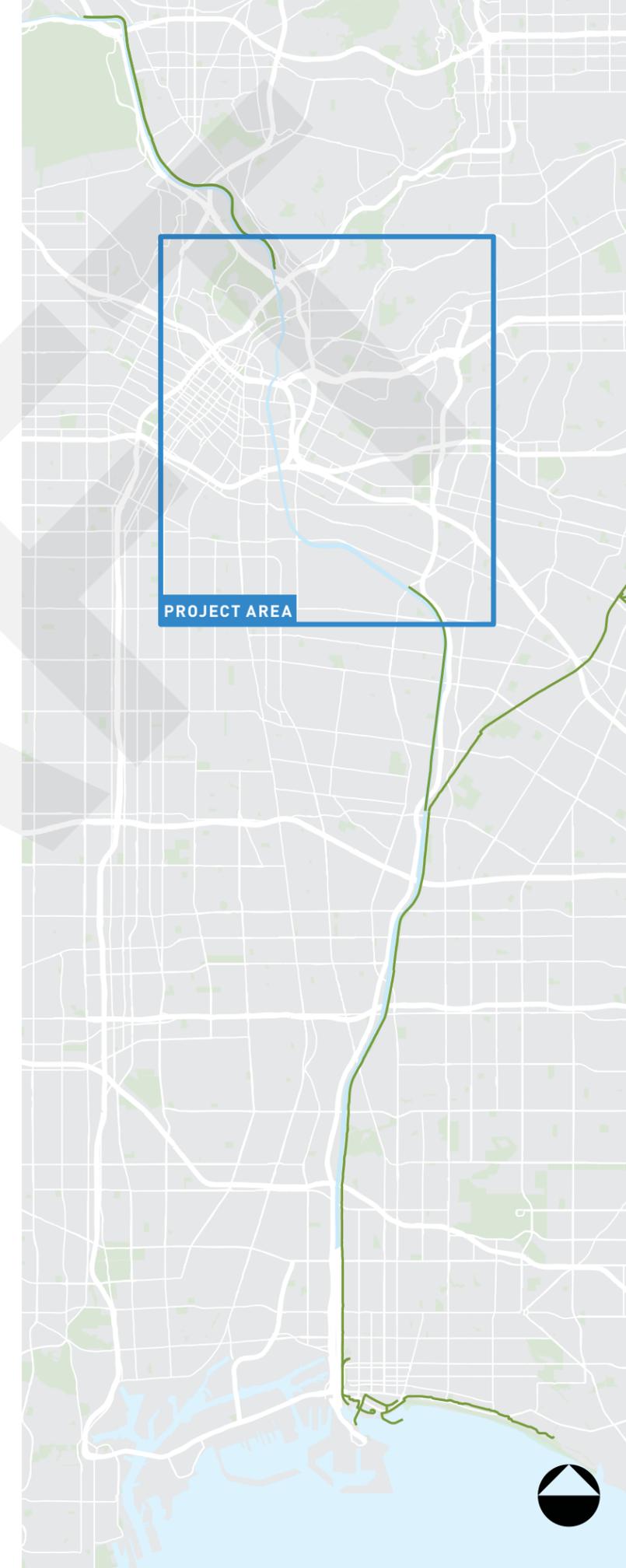
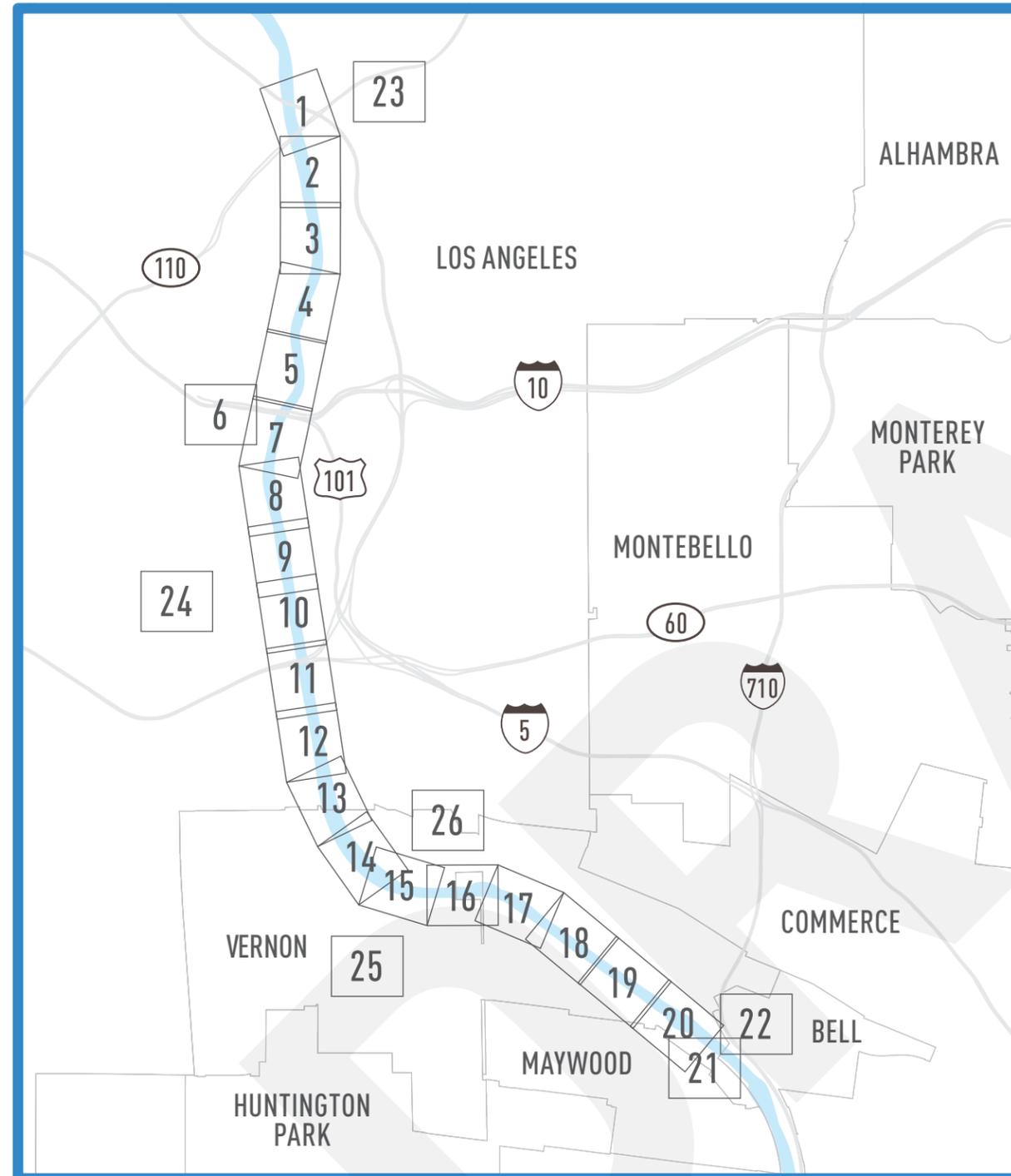
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# KEY MAP



# TERMINOLOGY

Below is the key terminology for the Project Footprint maps of the Proposed Project, Option 1, and Option 2. Refer to the Project Description for detailed descriptions of these terms, including the anticipated site work for each path type.

## Project Footprint

This footprint encompasses feasible and usable areas identified as the temporary and permanent footprint proposed for the Project. The Project Footprint also includes the parcels owned by multiple jurisdictions and private ownership. The entirety of legal parcels adjacent to or affected by the Proposed Project, Option 1, and Option 2 are also included. Acquisition of temporary and permanent easements would be required to enable construction, operation, and maintenance of the Project.



## Temporary Footprint

This footprint comprises of all areas where ground disturbances are anticipated, such as: construction activities and access (including in-channel access), proposed Temporary Construction Easements (TCEs), and construction staging areas (see Staging Areas below). Site preparation involves clearance of the site and preparing the Project footprint for construction. This generally involves clearing, grubbing, grading, and demolition activities in support of the Project construction activities. Site preparation would also include redirecting the channel flow as required away from work zones. The construction site would be defined and fenced off, and construction access ramps would be constructed. Construction may require trenching, excavation, drilling, and installation of Project structures and foundations and supporting infrastructure. The anticipated depth for trenching/excavation may range from 0 to 15 feet.



## Permanent Footprint

This footprint comprises of areas planned for required right-of-way and construction of the following Project components: Alignments (including Path Types, River Crossings, Connectors, and Ancillary Path Elements); Access Points; and Design Variations. Operations and Maintenance (O&M) of the Project are anticipated along the Permanent Footprint. Future O&M for the Project would be consistent with current O&M activities of the existing Los Angeles River Greenway and Los Angeles River Bike Path to the north and south of the Project, respectively. The maximum heights for new paths and crossing structures are 30 feet and 60 feet above grade, respectively. The maximum depth of excavation is approximately 0 feet to 15 feet below grade for most of the path length, and 100 feet below grade for drilled shaft foundations for specific structure locations. Anticipated ground disturbances for the Permanent Footprint would include, but are not limited to, the following activities:

- > Grading and removing existing concrete and asphalt
- > Installing new concrete, barriers and railings, lighting, signage, and pavement markings
- > Clearing and grubbing of existing vegetation and landscaping
- > Planting of disturbed areas and landscaping
- > Relocating utilities
- > Relocating drainage



## Staging Area

Temporary staging areas would be used for equipment staging, material and fuel storage, vehicle and equipment refueling, fabrication activities, construction trailers, and worker vehicle parking and assembly. Construction staging area locations will be finalized during final design.



## River Access

River Access locations are where vehicles, equipment, materials, and workers would be able to enter the river channel. River Access locations will be finalized during final design.



## Path & Access Points

This is the alignment for the Proposed Project, Option 1, and Option 2. The scale of the Path alignment, shown on the map, varies by location from 14 to 20 feet wide, and includes additional area for potential improvements adjacent to the Project, such as railings, lighting, and rest areas. Access point locations vary in scale by location, and include paving, seating, landscape, and additional amenities.



## Design Variation

At specific locations, several variations of the alignments and access points for the Proposed Project, Option 1, and Option 2 are proposed due to various site constraints and challenges in the Project corridor.

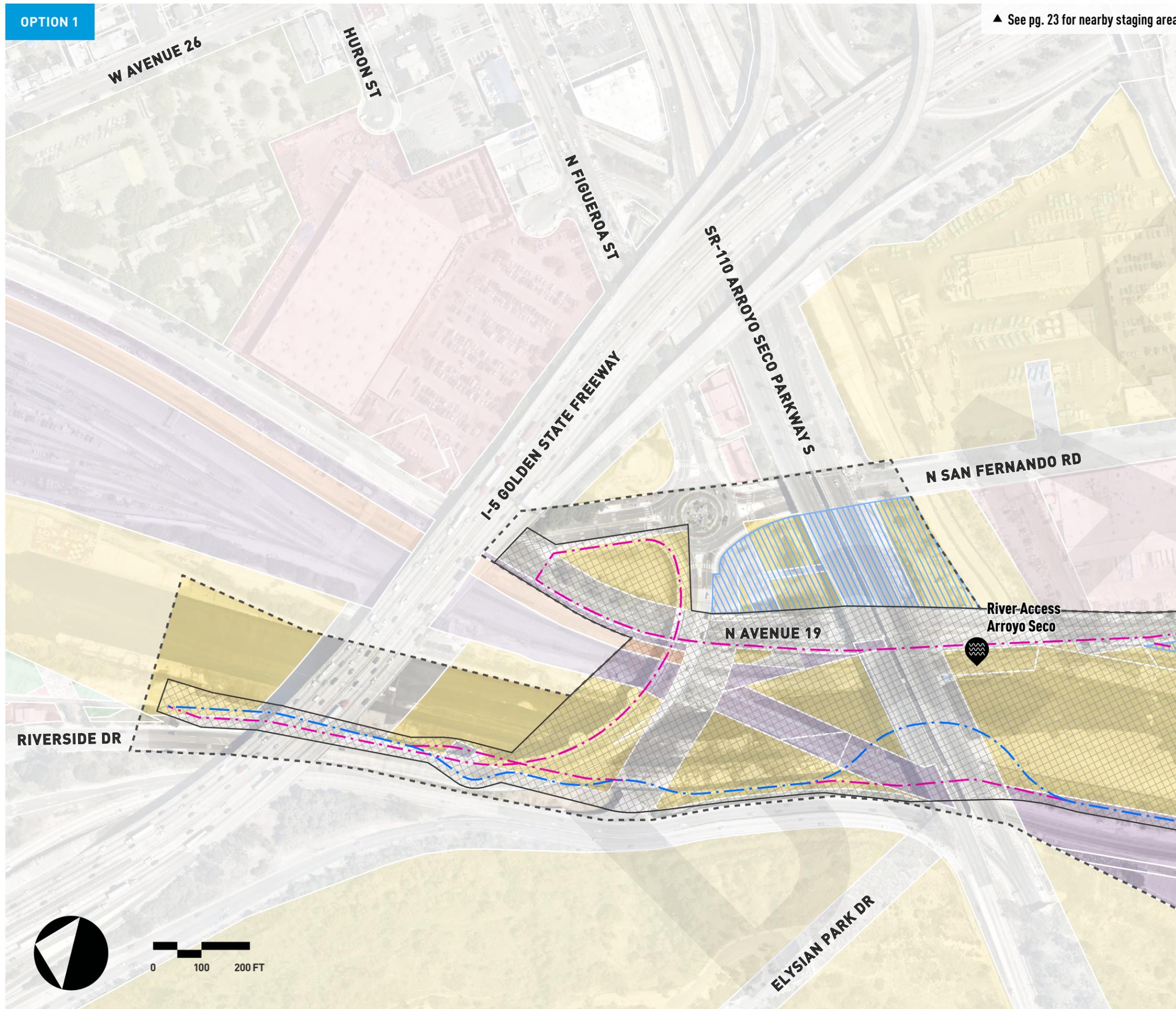


## Union Station Connection

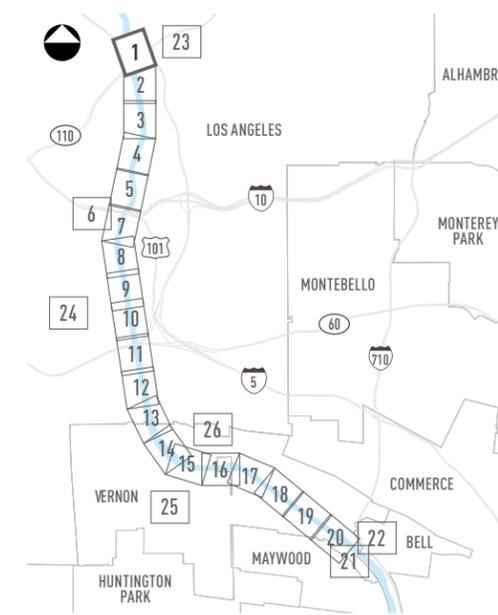
From the *Union Station via Center Street Access Point*, the connection path would follow an on-street alignment along Center Street and travel under US Highway Route 101. As the connection path continues northerly, Center Street becomes Ramirez Street. Upon crossing Vignes Street, this potential path would enter the Patsaouras Transit Plaza and connect with Union Station.

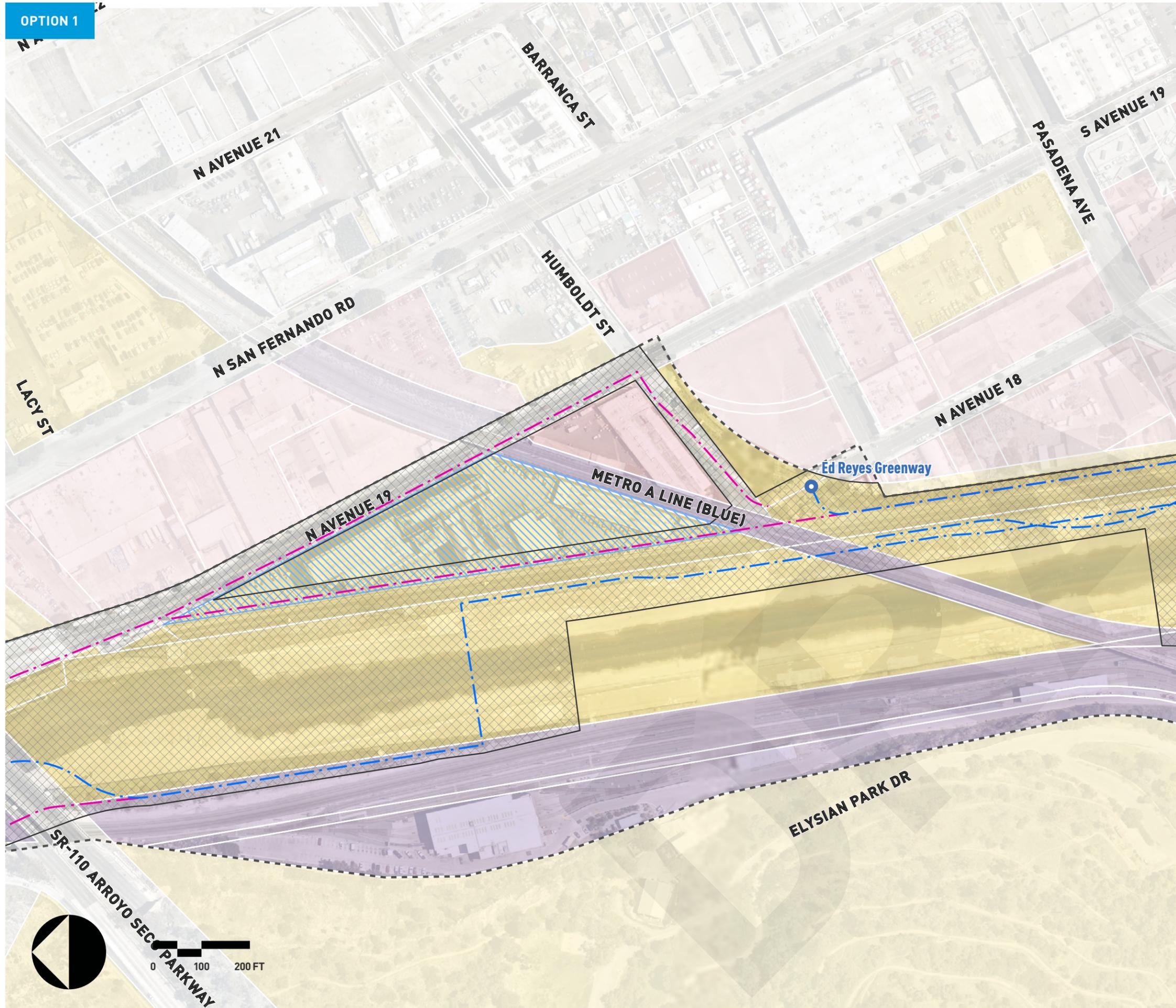
LEGEND | OPTION 1

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KEY MAP

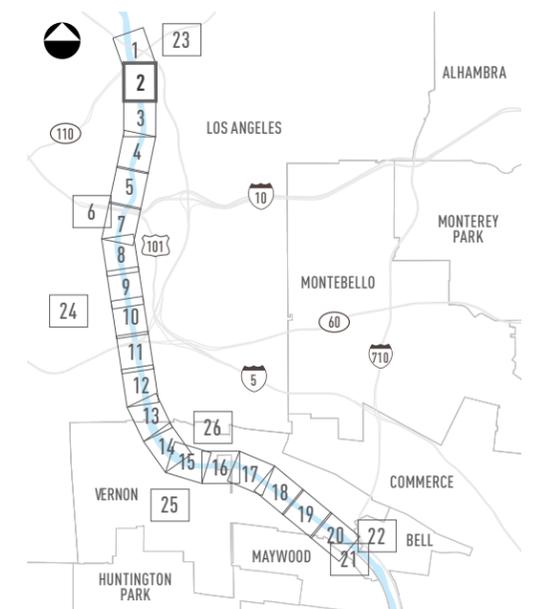




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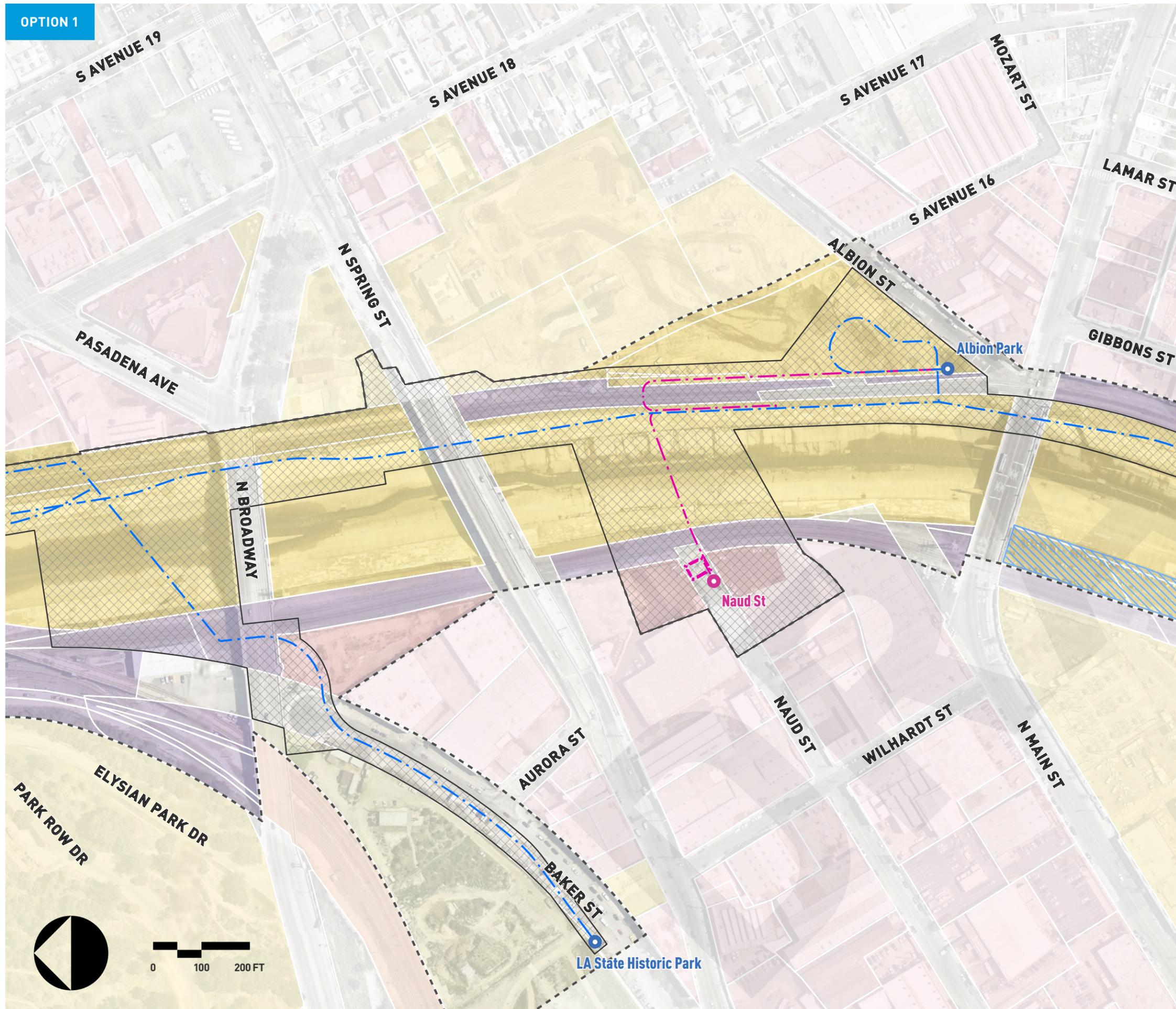
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KEY MAP



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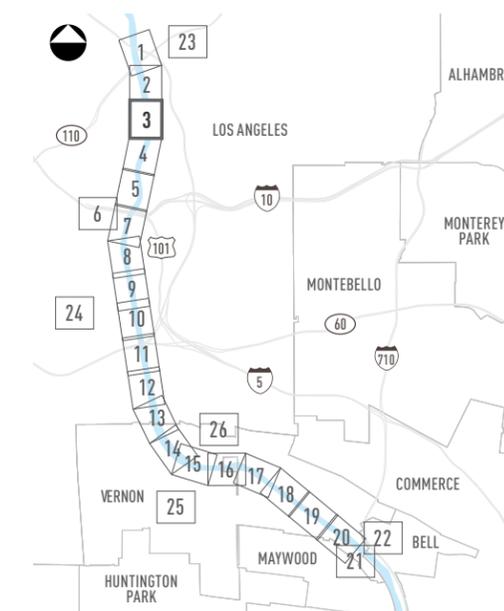


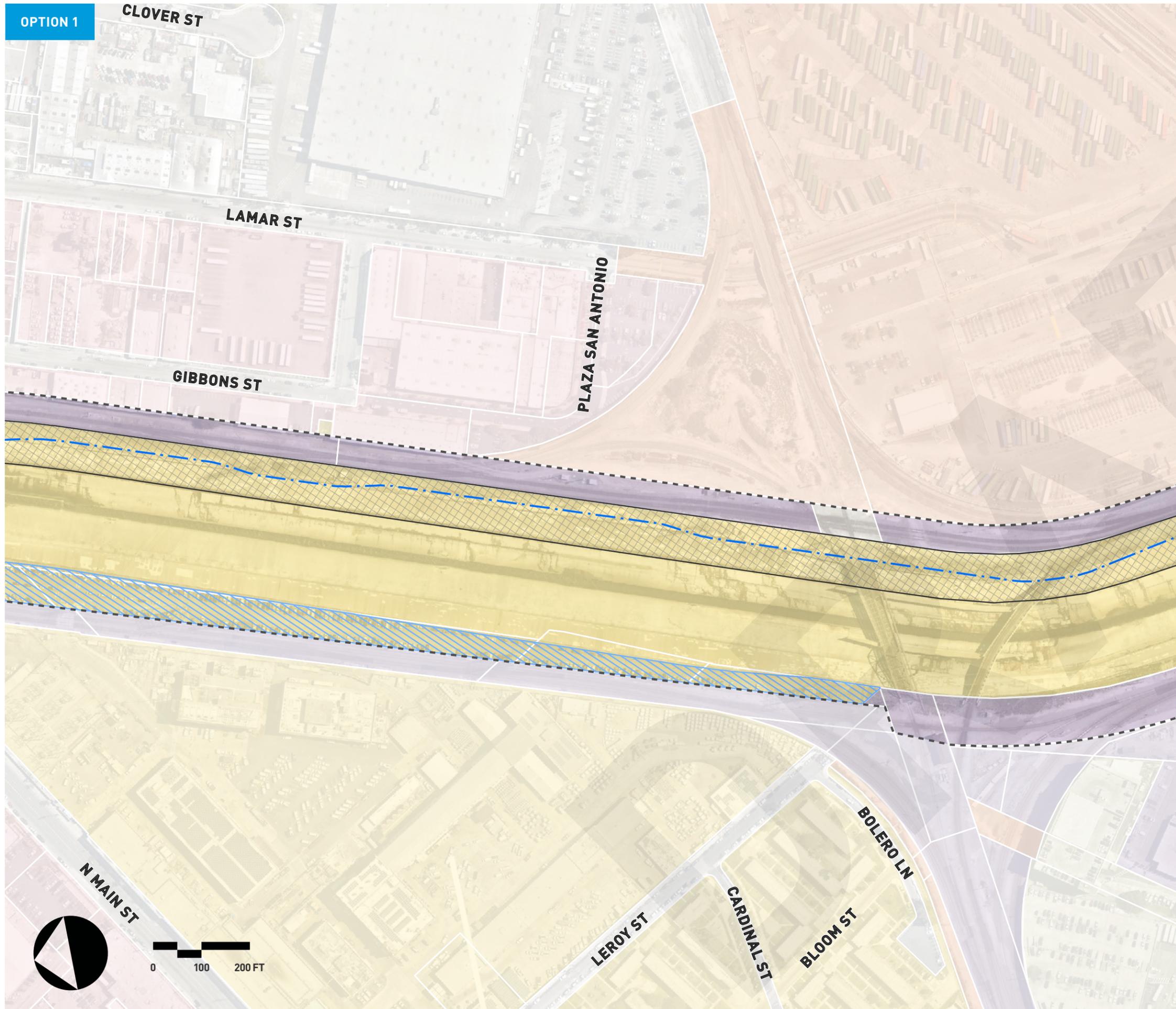


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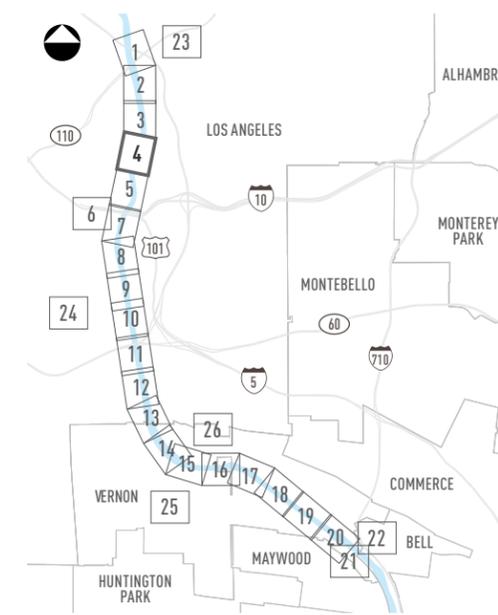




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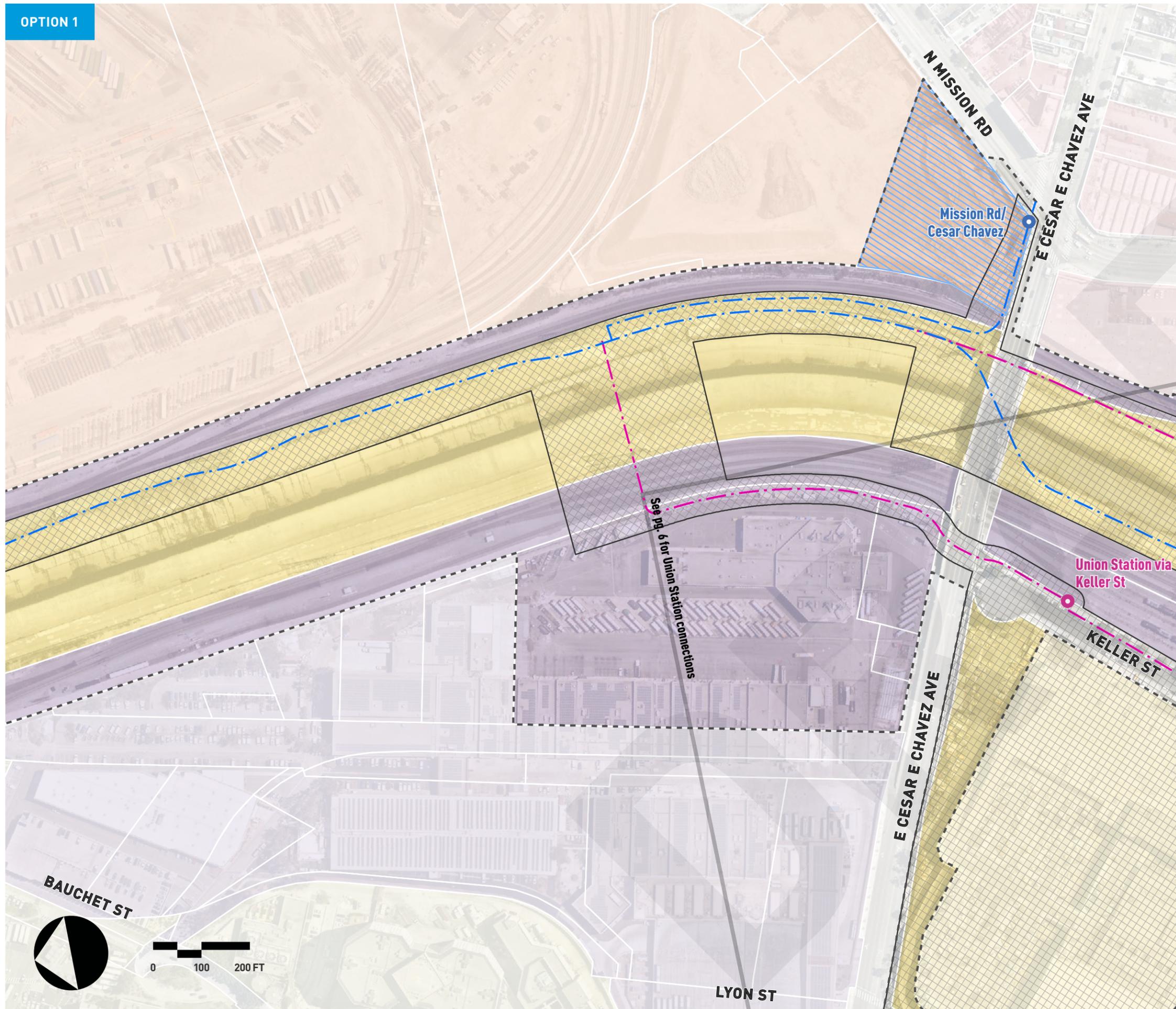


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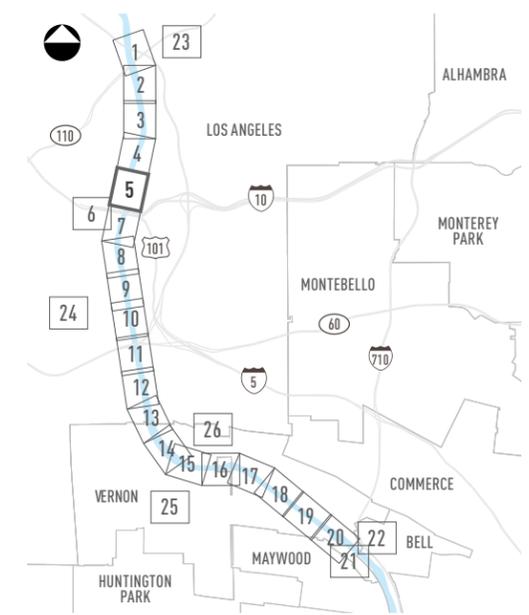
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See pg. 6 for Union Station connections

Union Station via Keller St

KEY MAP



BAUCHET ST

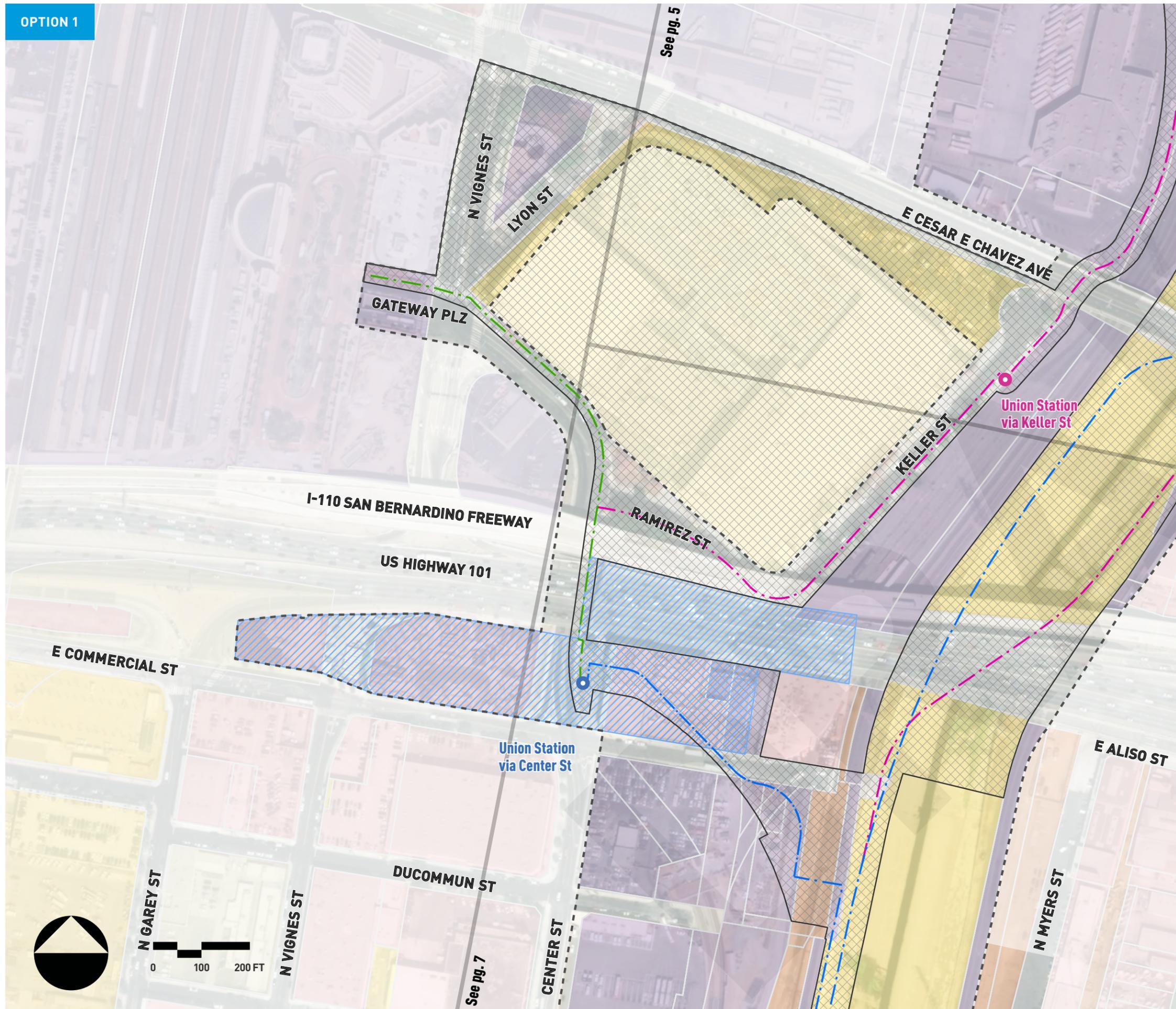


LYON ST

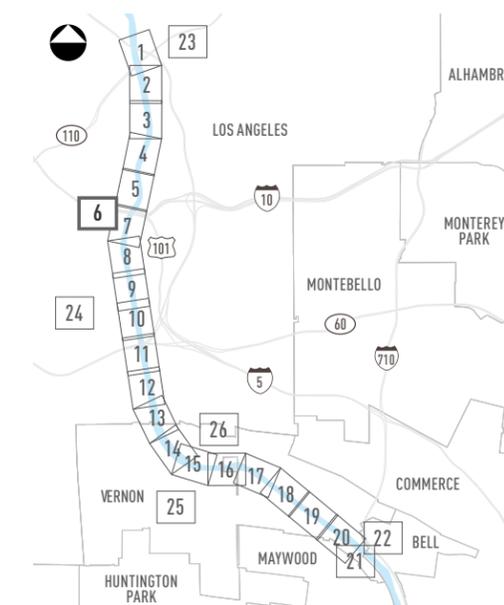


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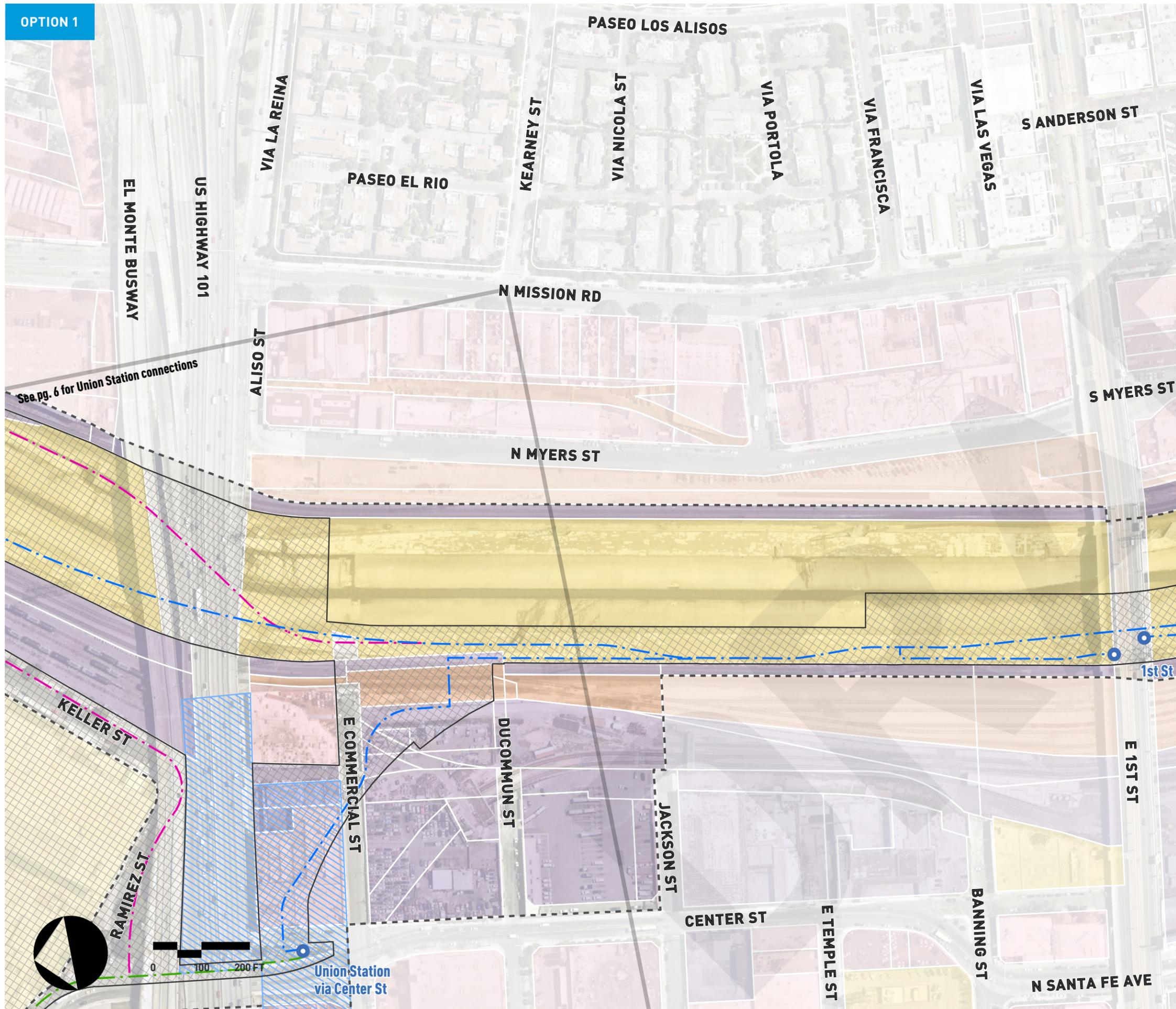


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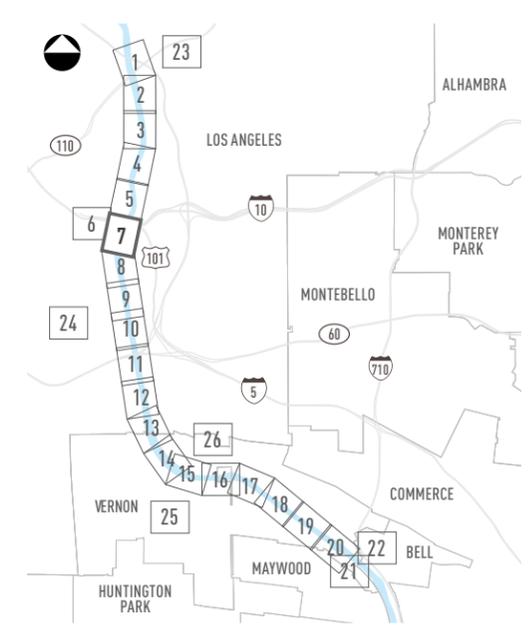




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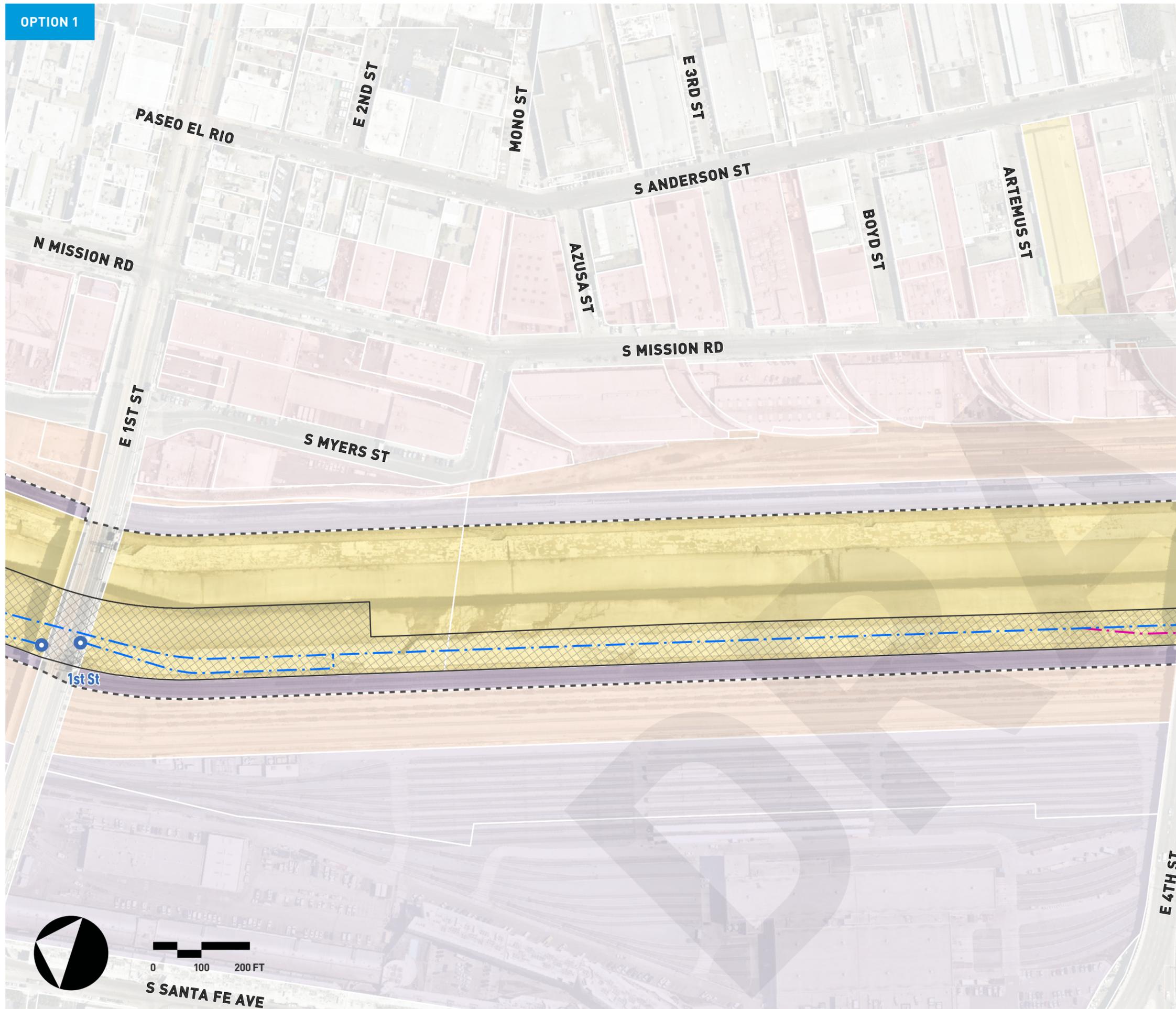
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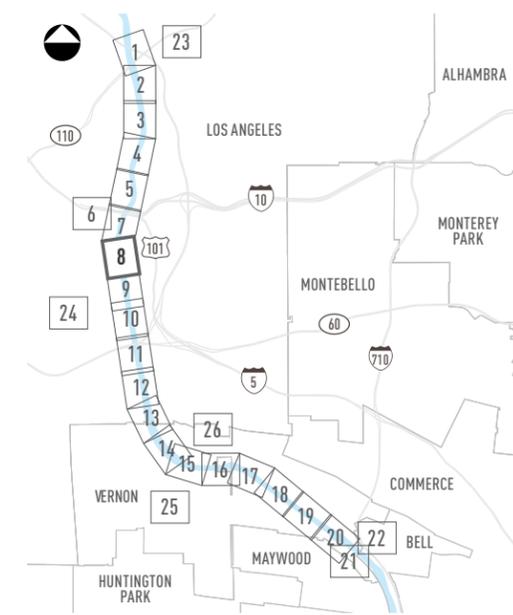




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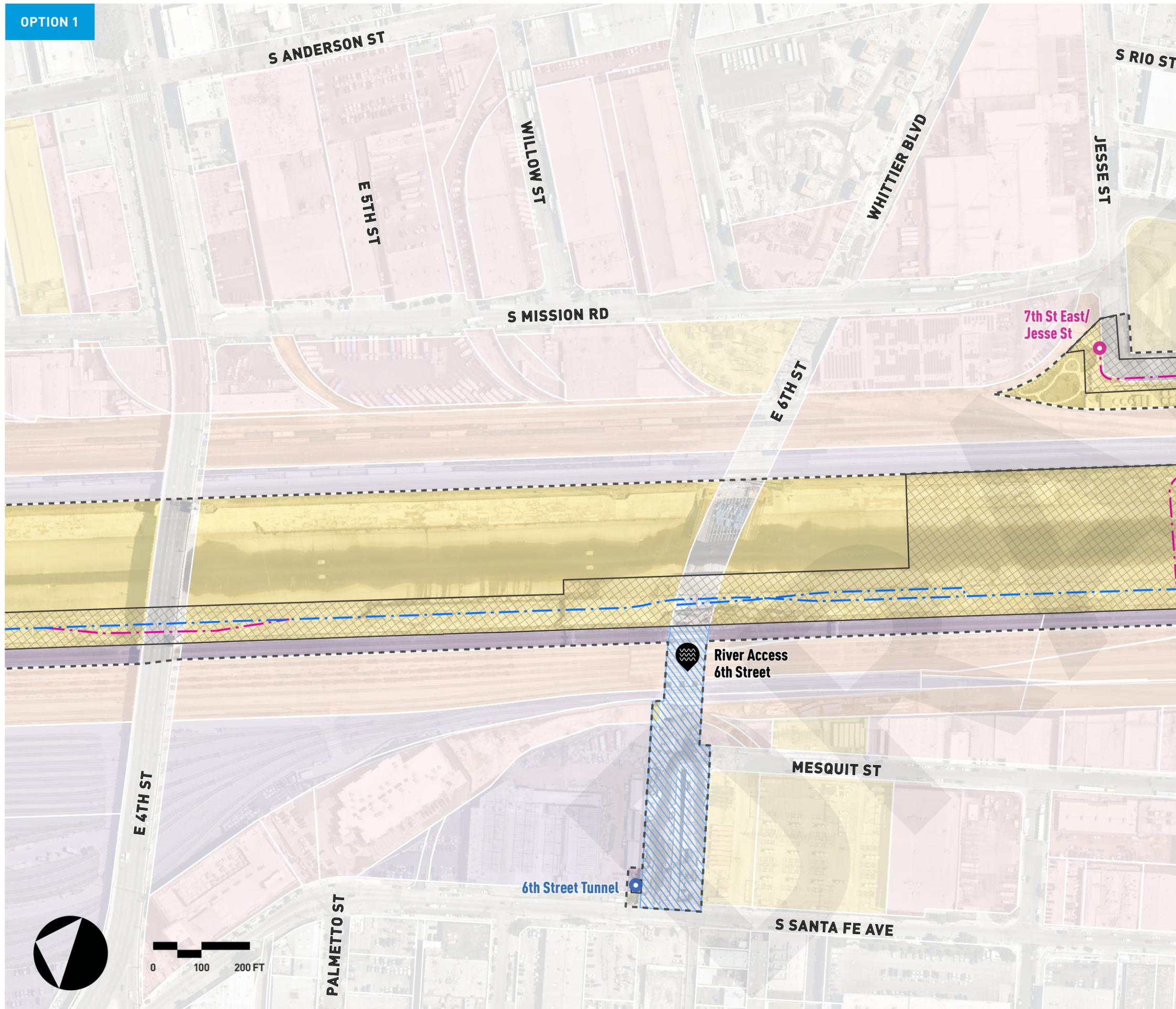
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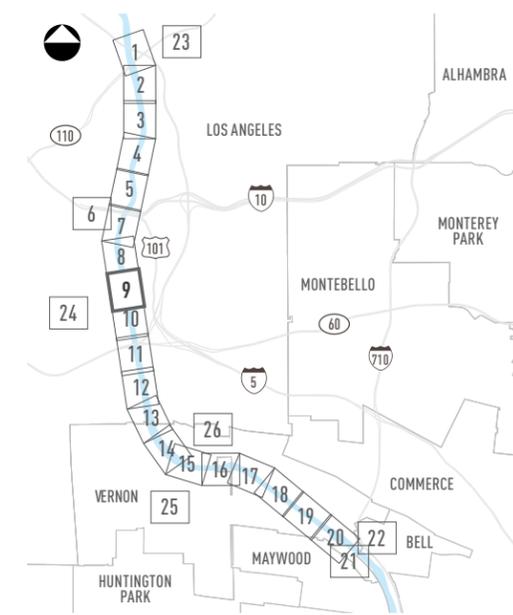




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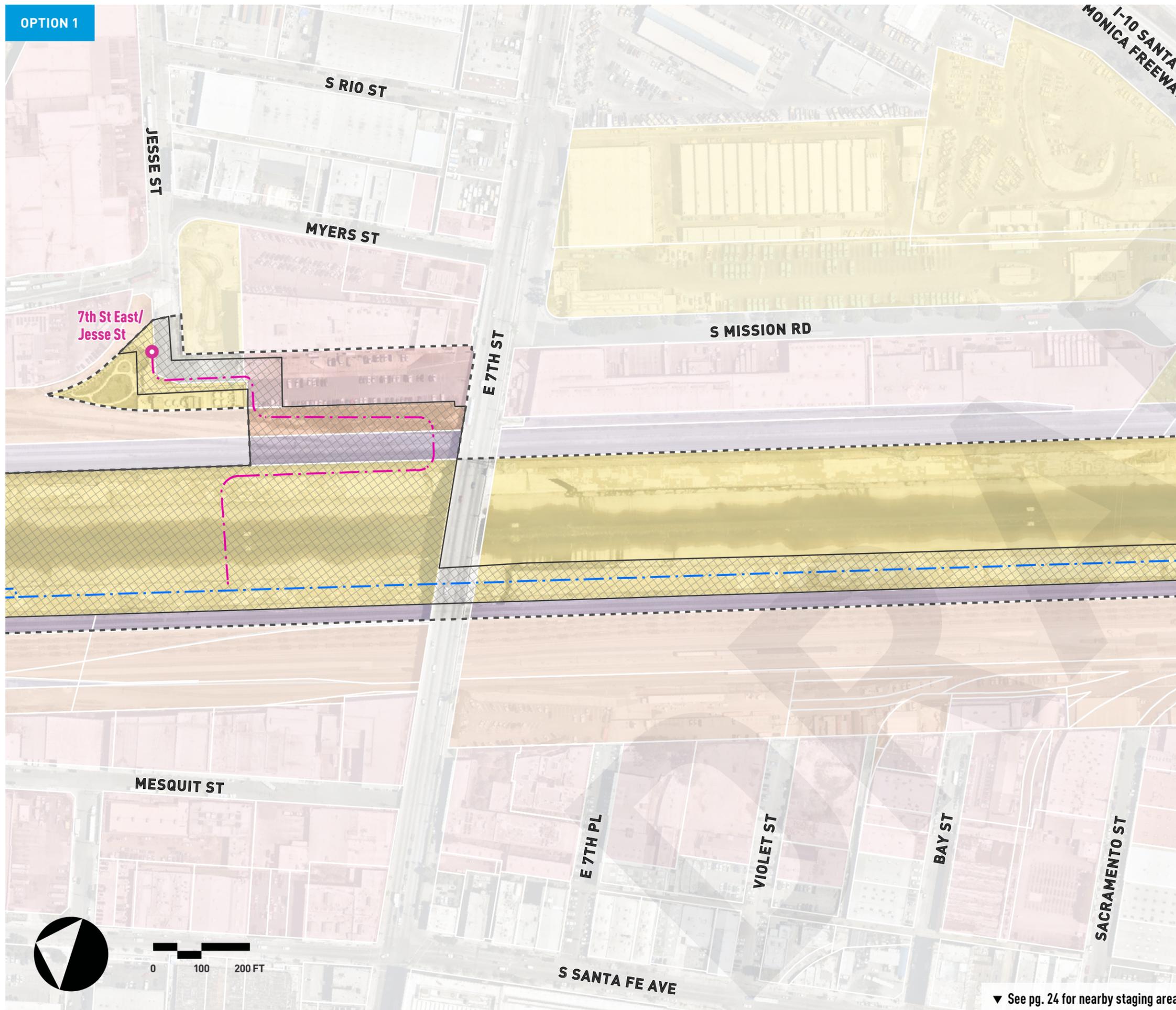
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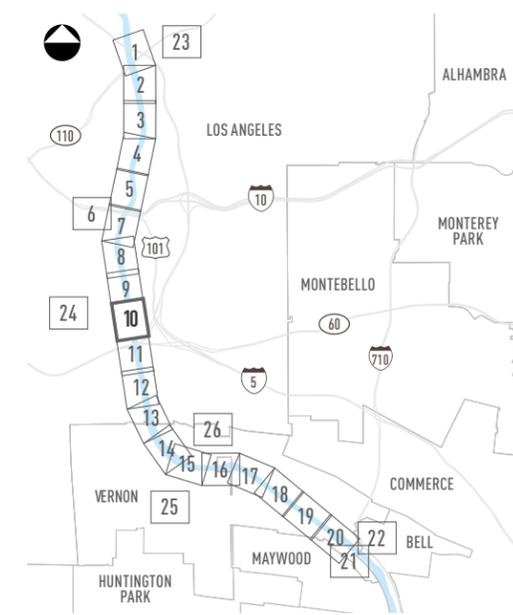




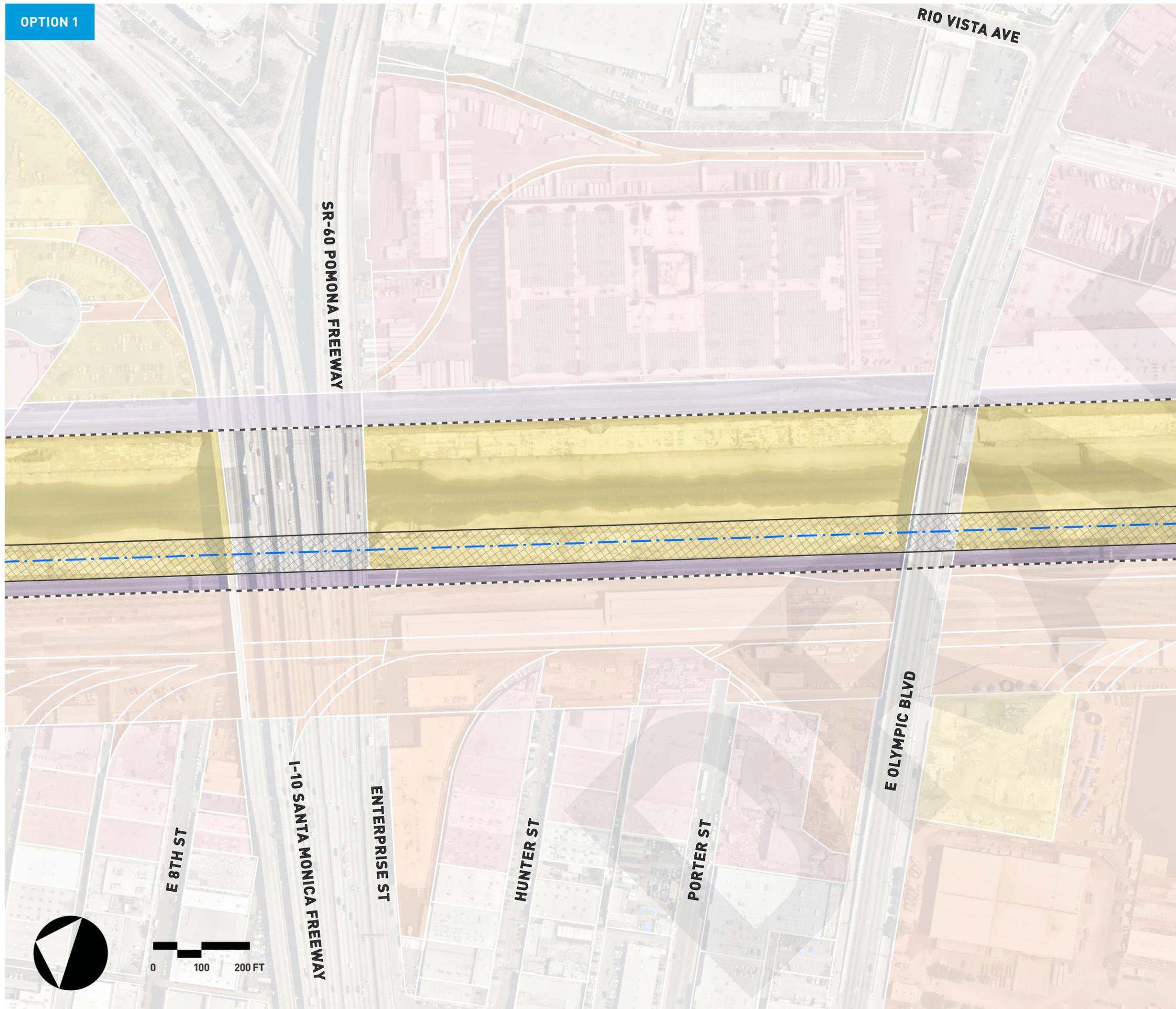
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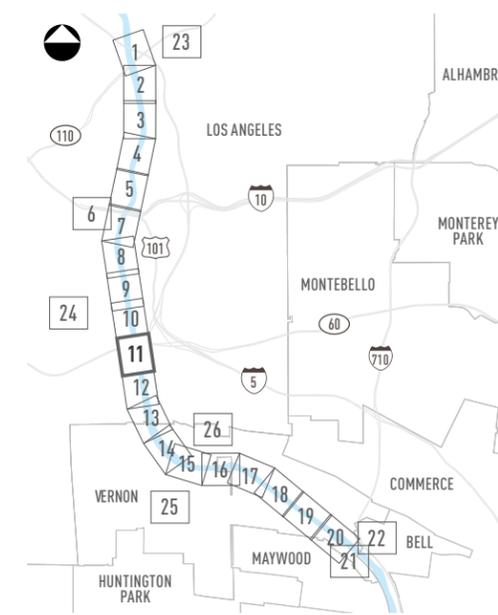
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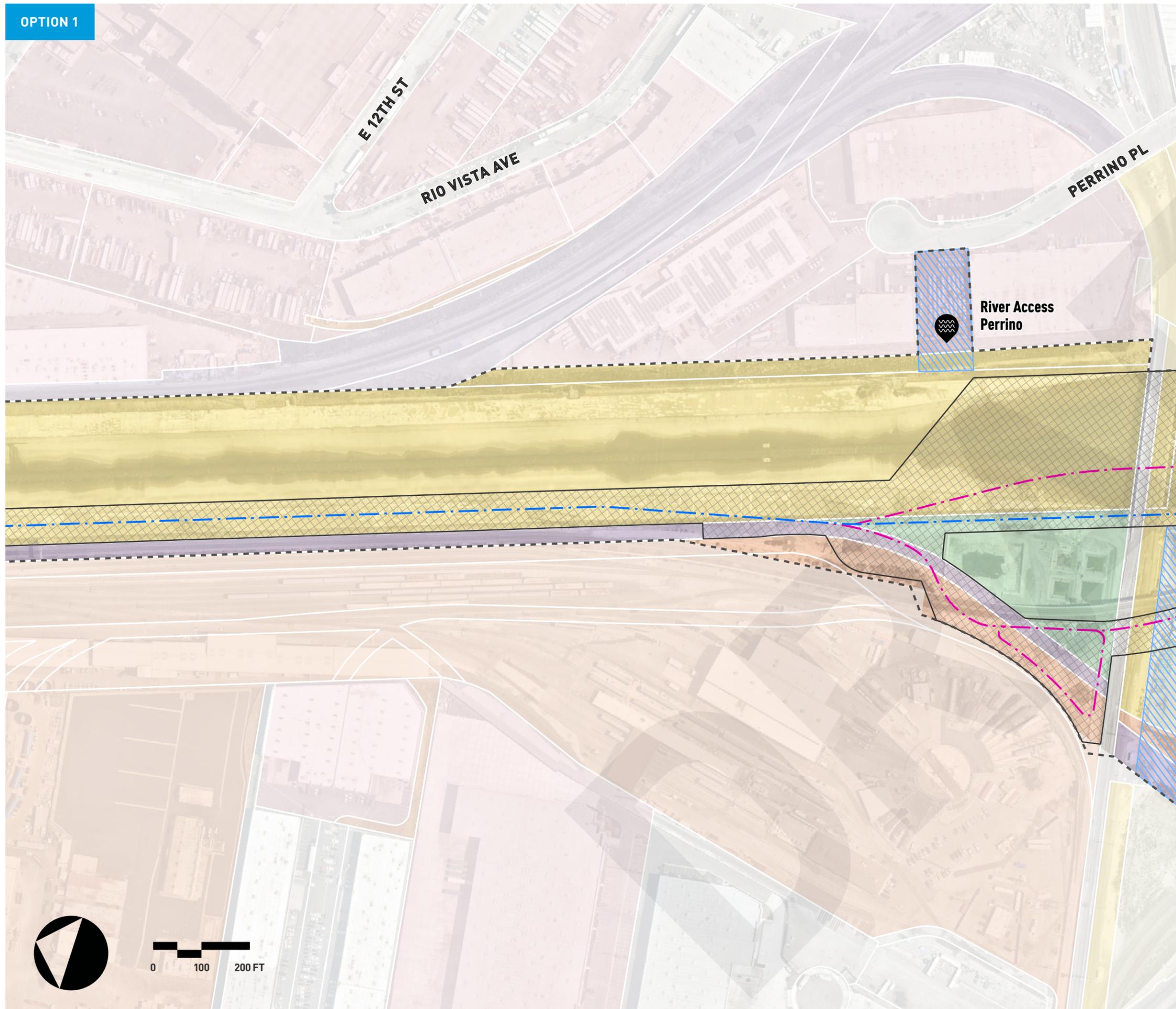
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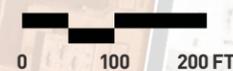
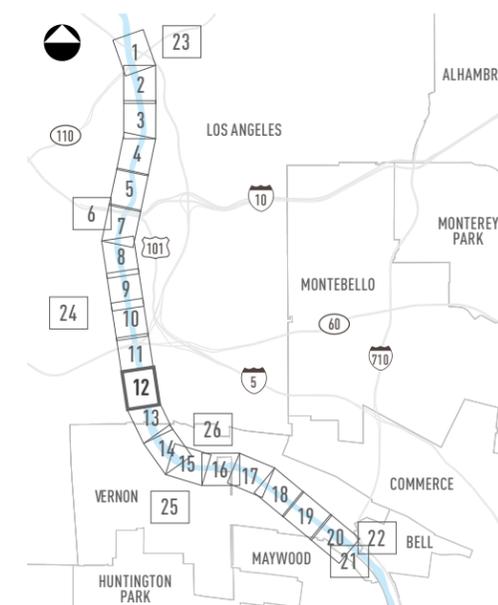




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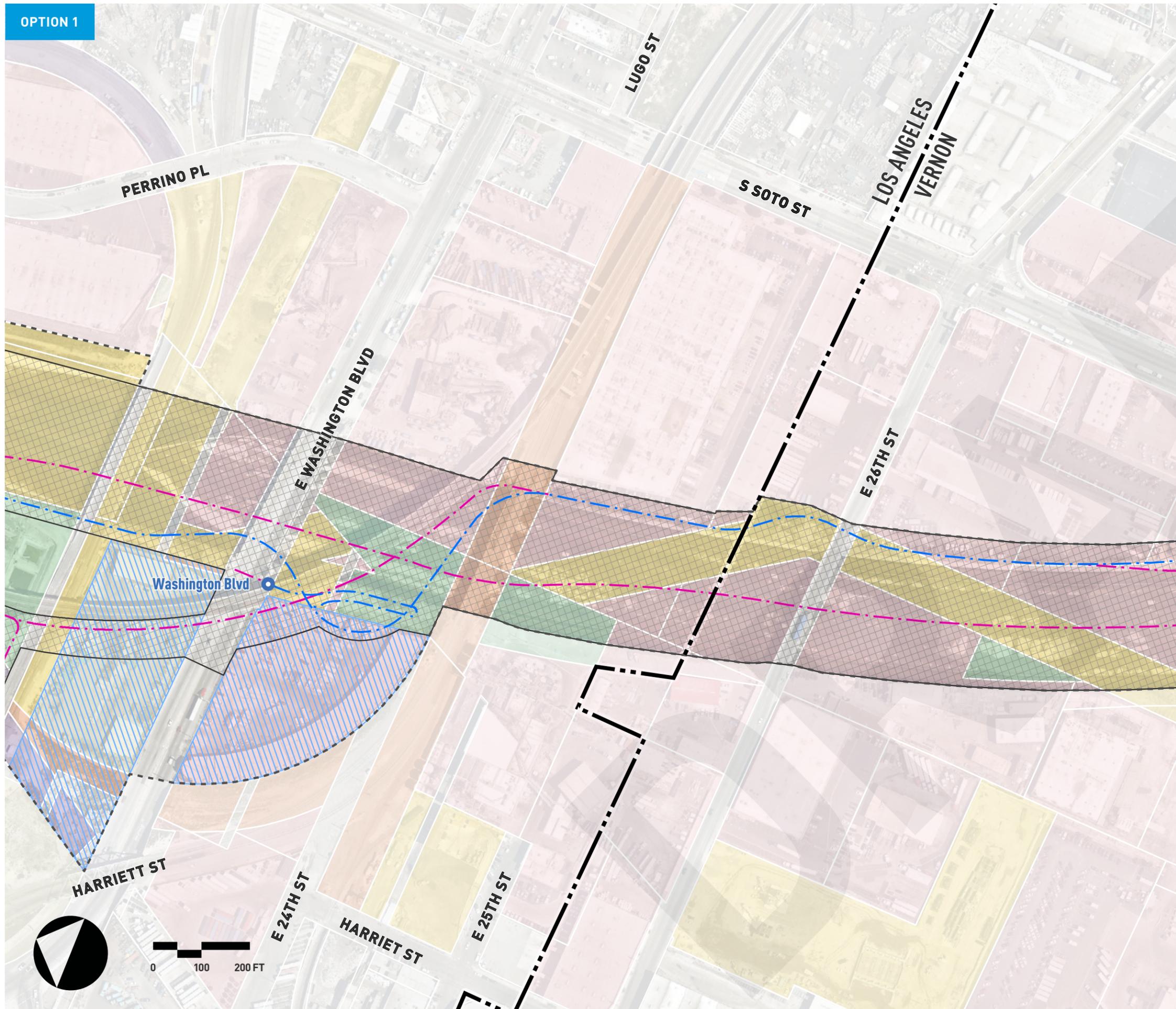


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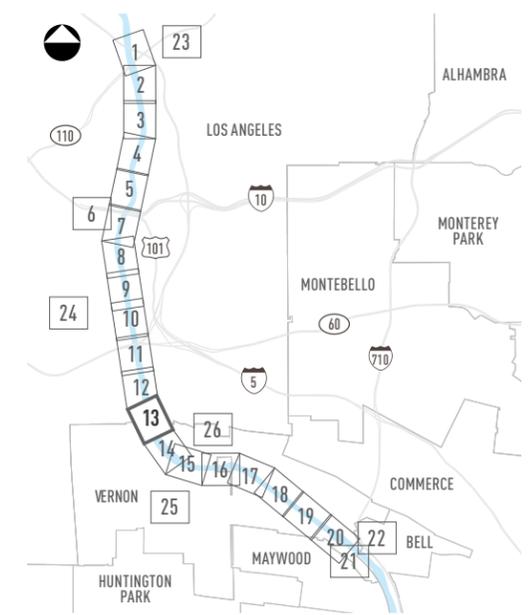


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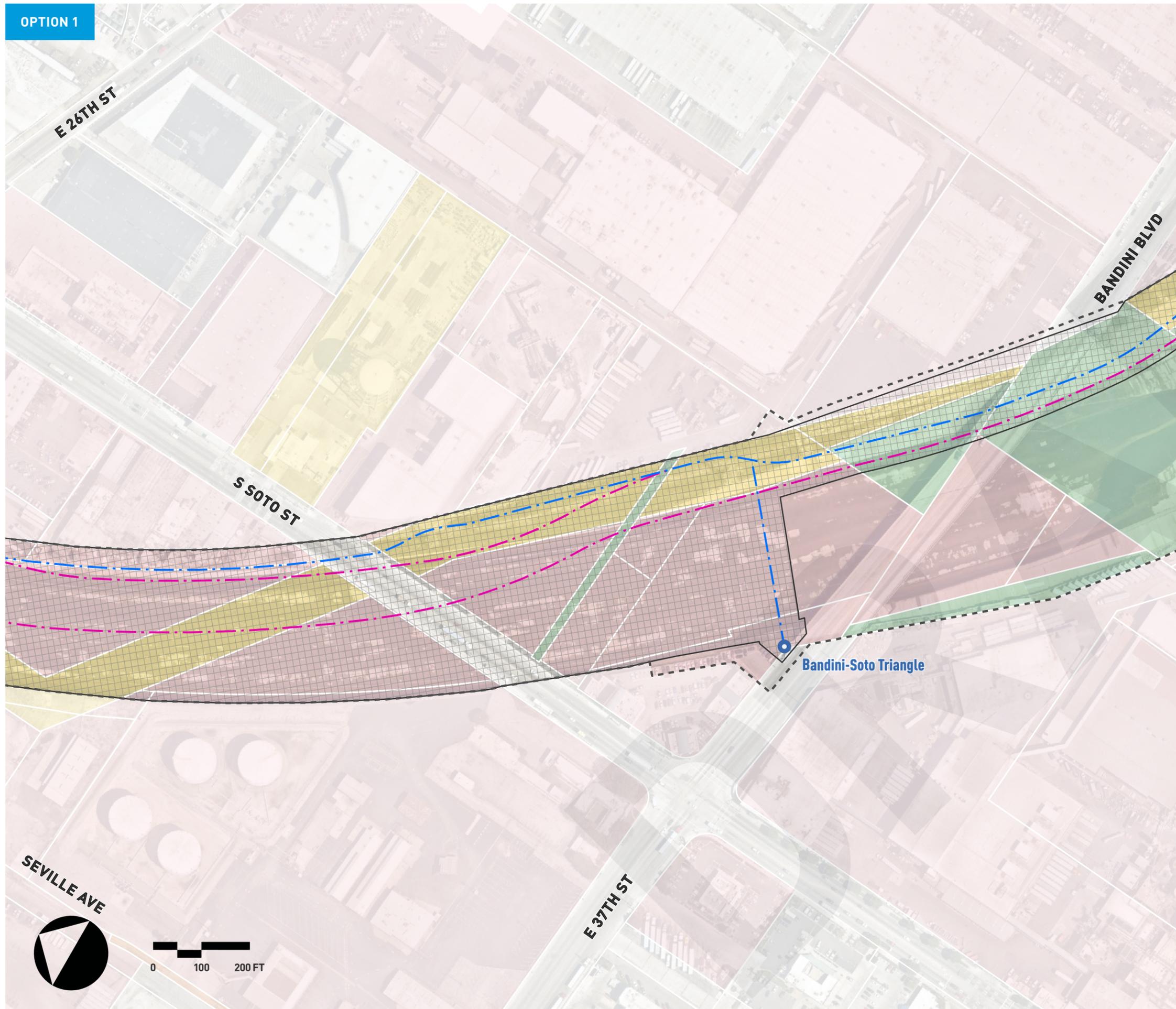


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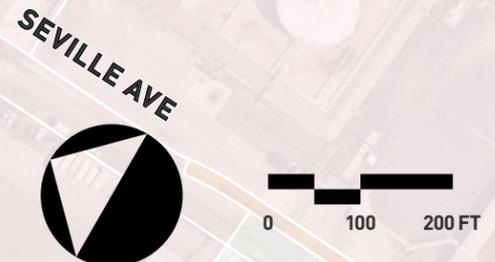
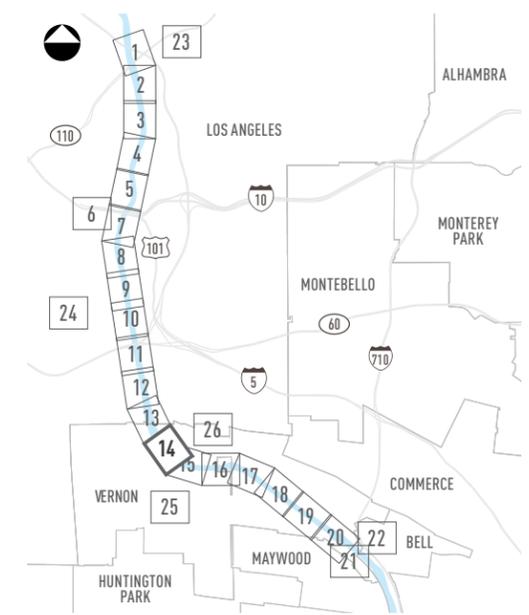


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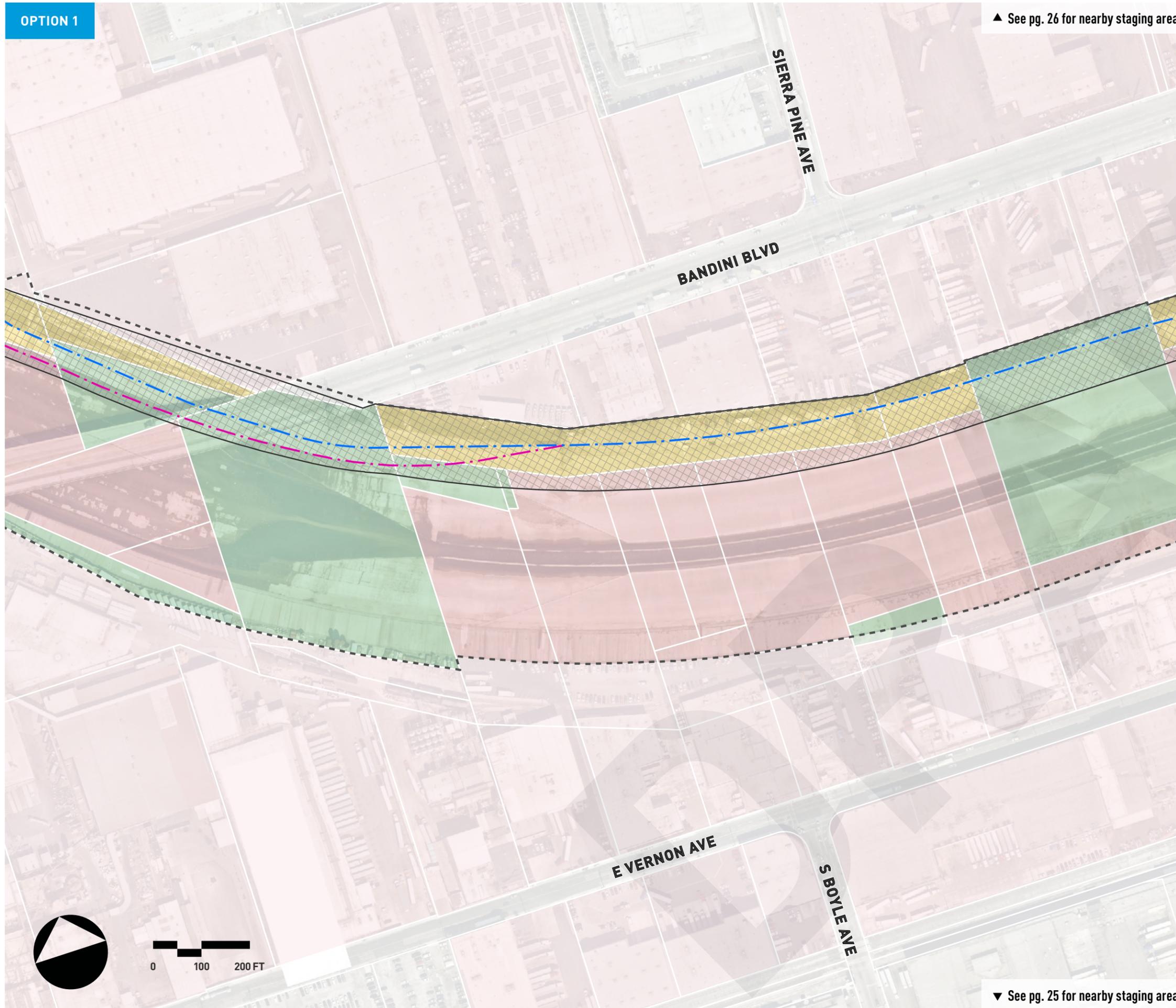


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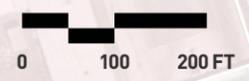
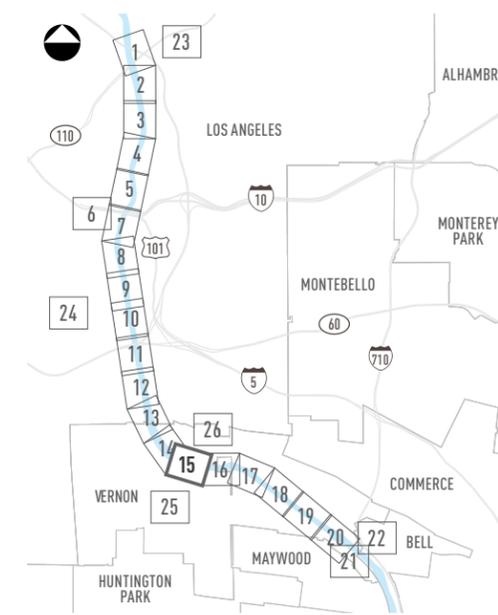




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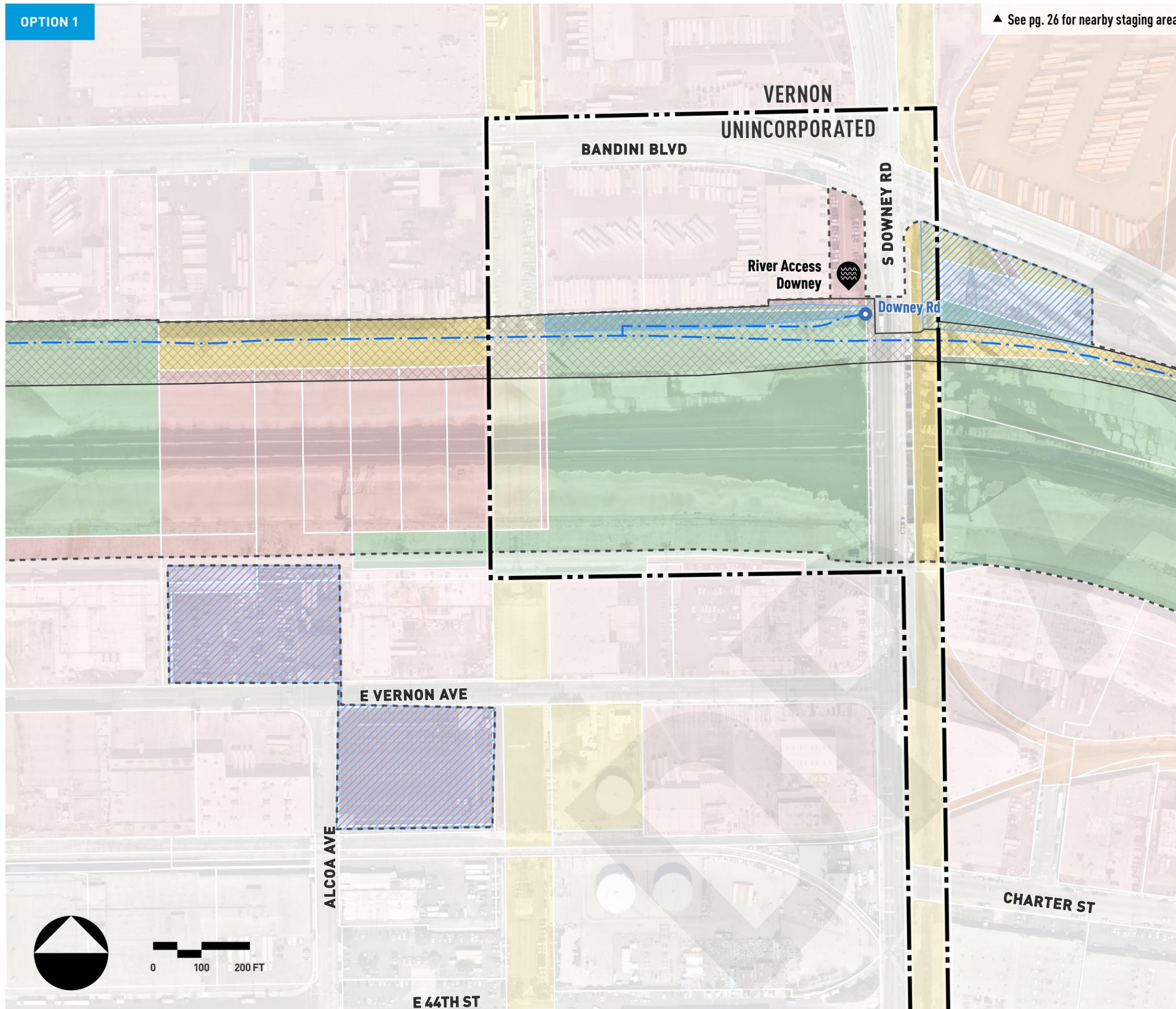
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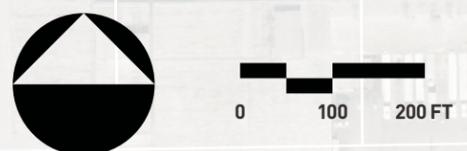
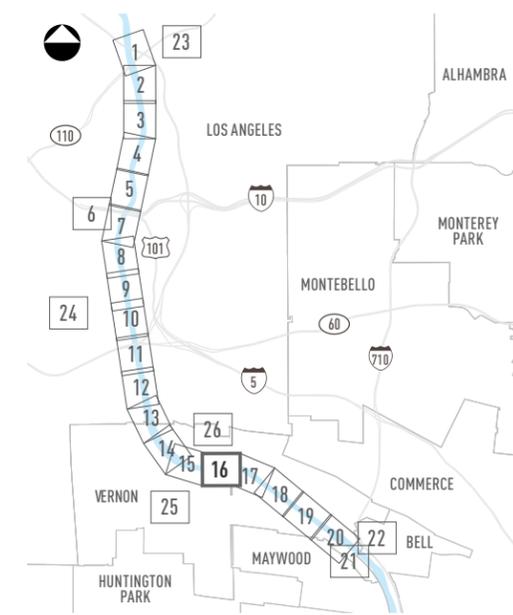




LEGEND | OPTION 1

-  Permanent Footprint
-  Temporary Footprint
-  Staging Area
-  River Access
-  Path
-  Design Variation
-  Union Station Connection
-  Path Access Point
-  Design Variation Access Point
-  Metro
-  Los Angeles County Flood Control District
-  City of Los Angeles or Vernon
-  Other Government
-  Railroad
-  Private
-  City Boundary
-  Match Line

KEY MAP

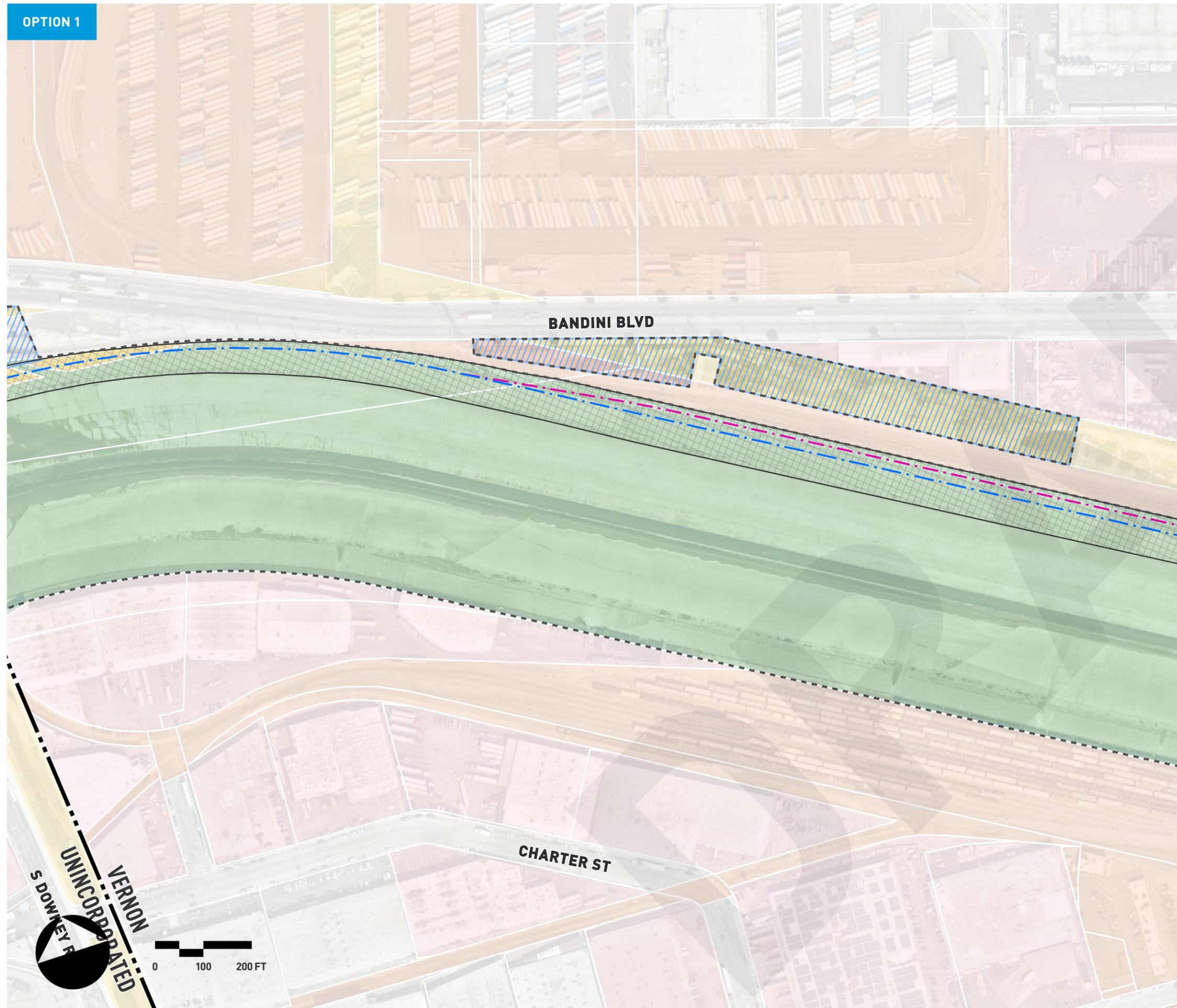


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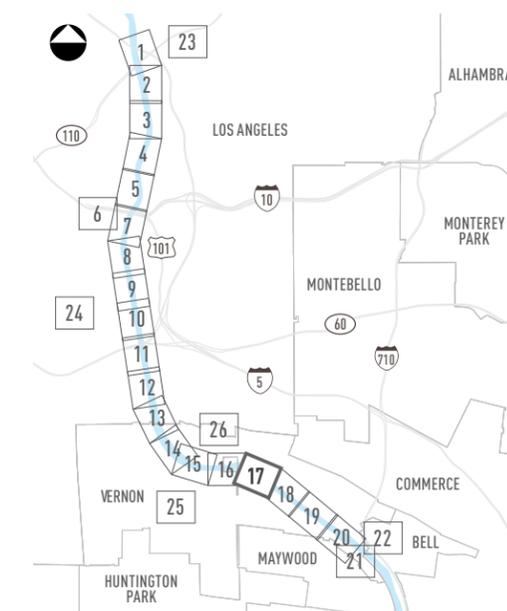


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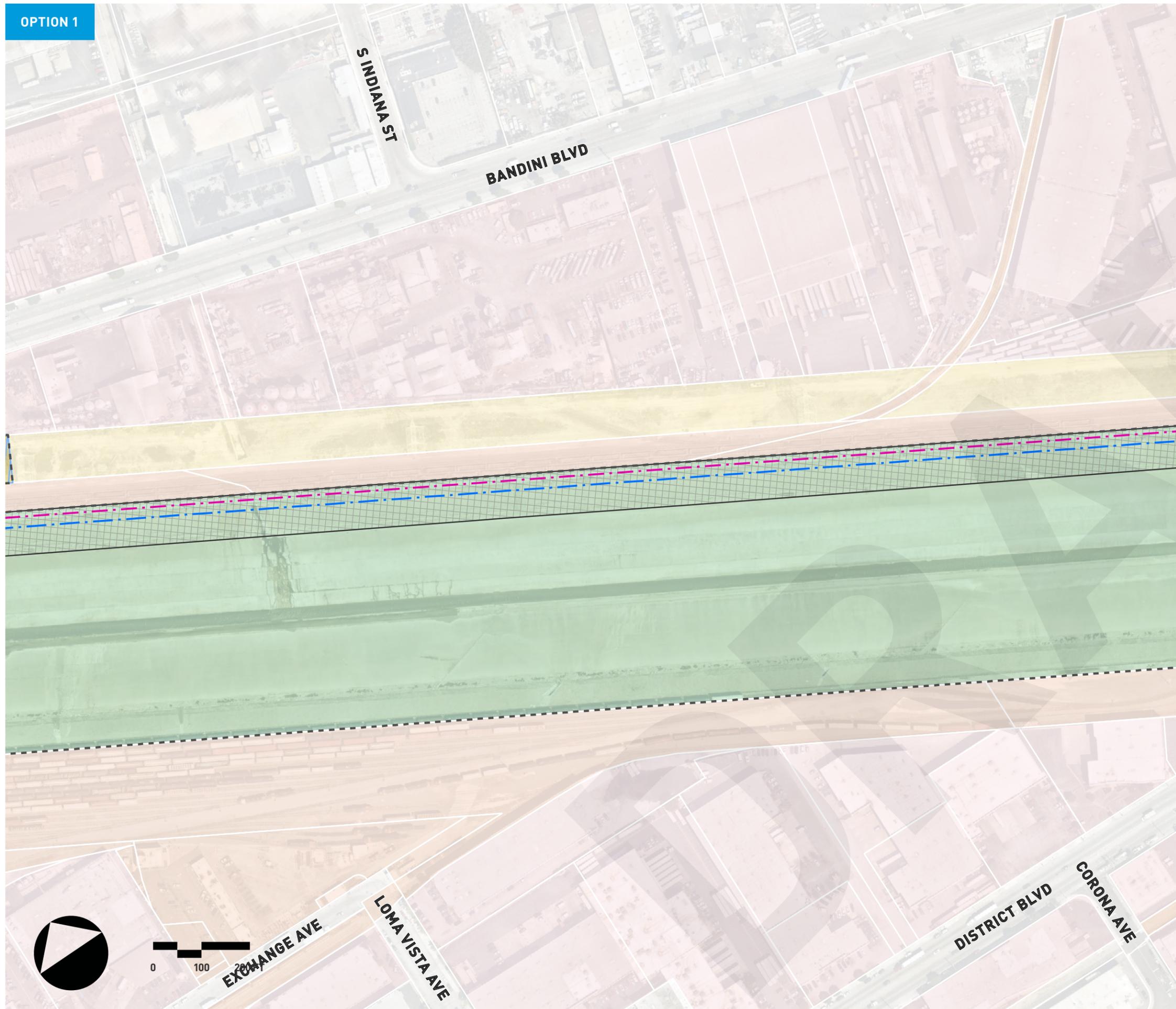


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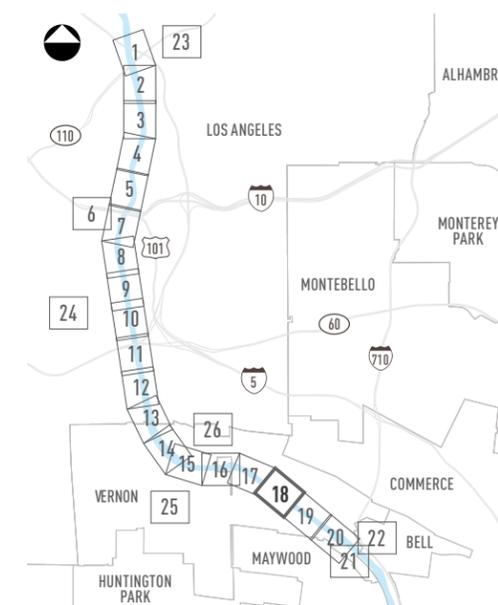




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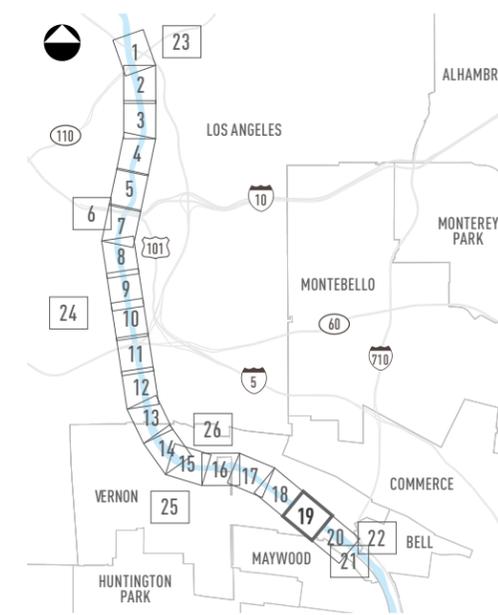




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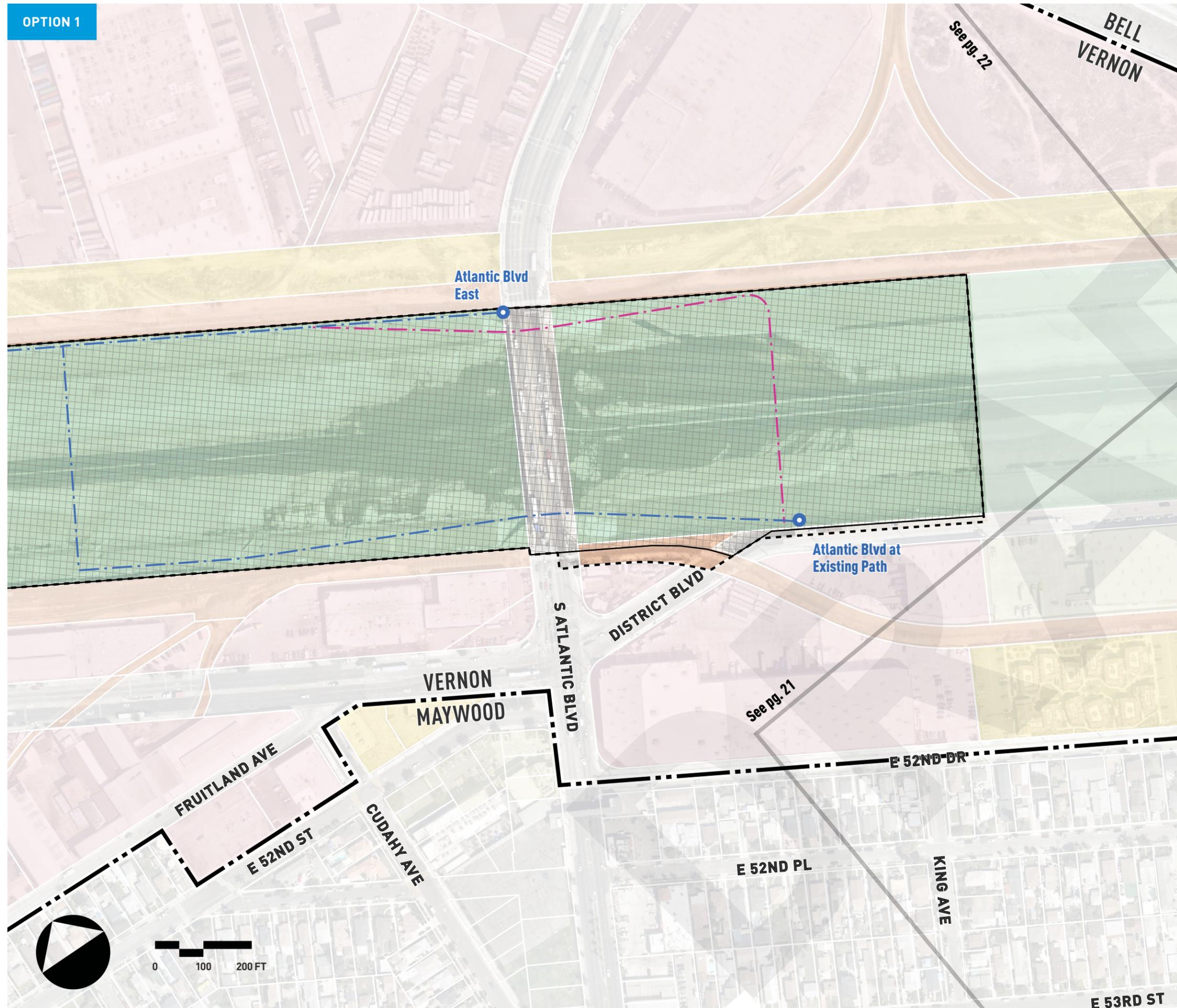
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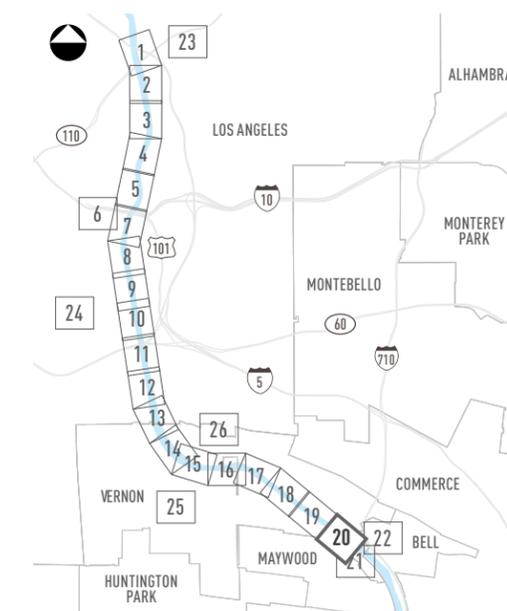




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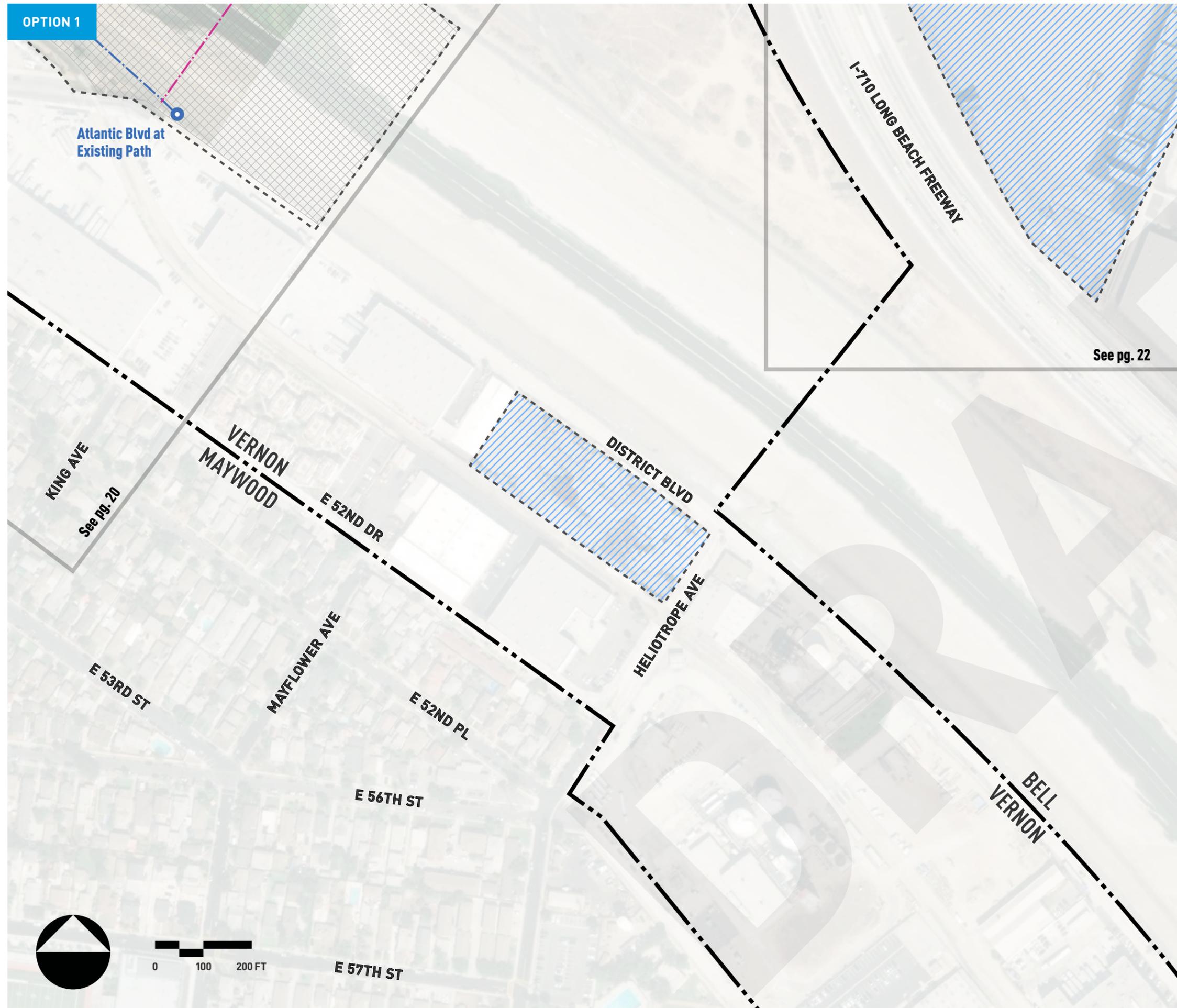


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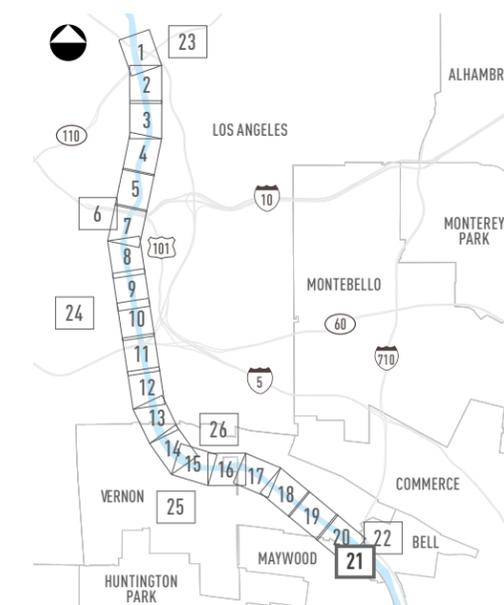


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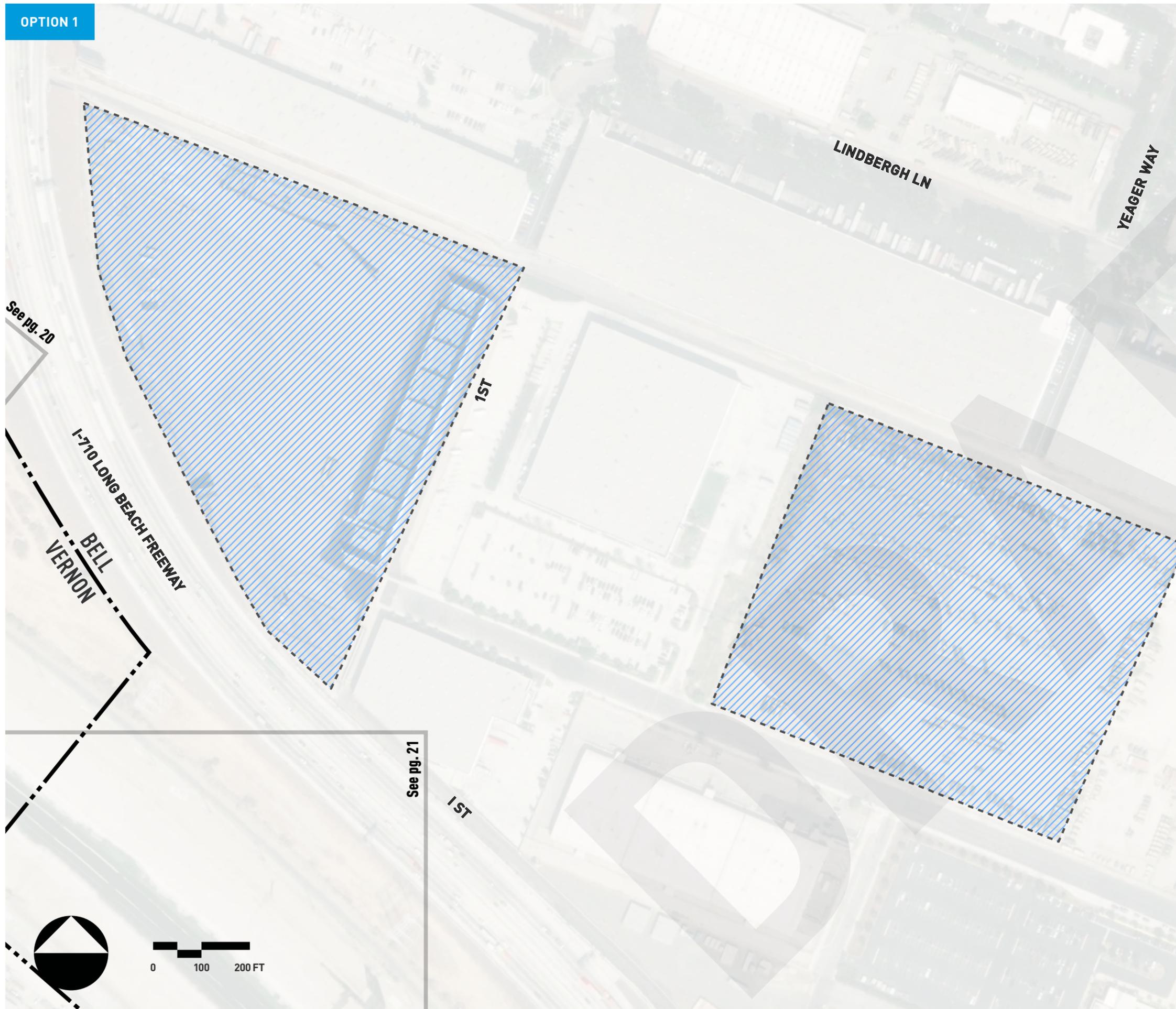


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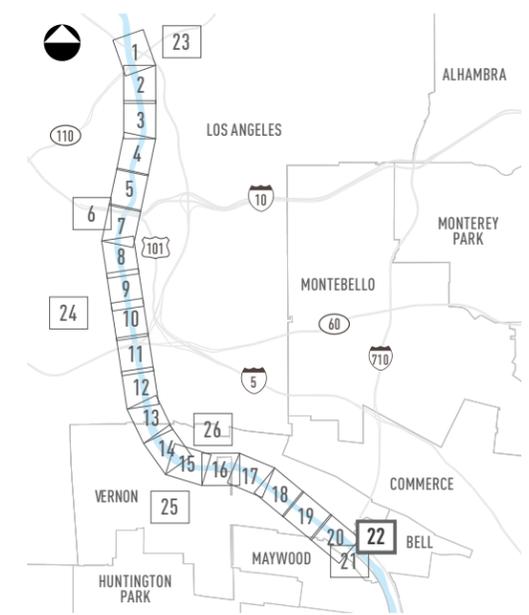
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See pg. 20

See pg. 21

KEY MAP



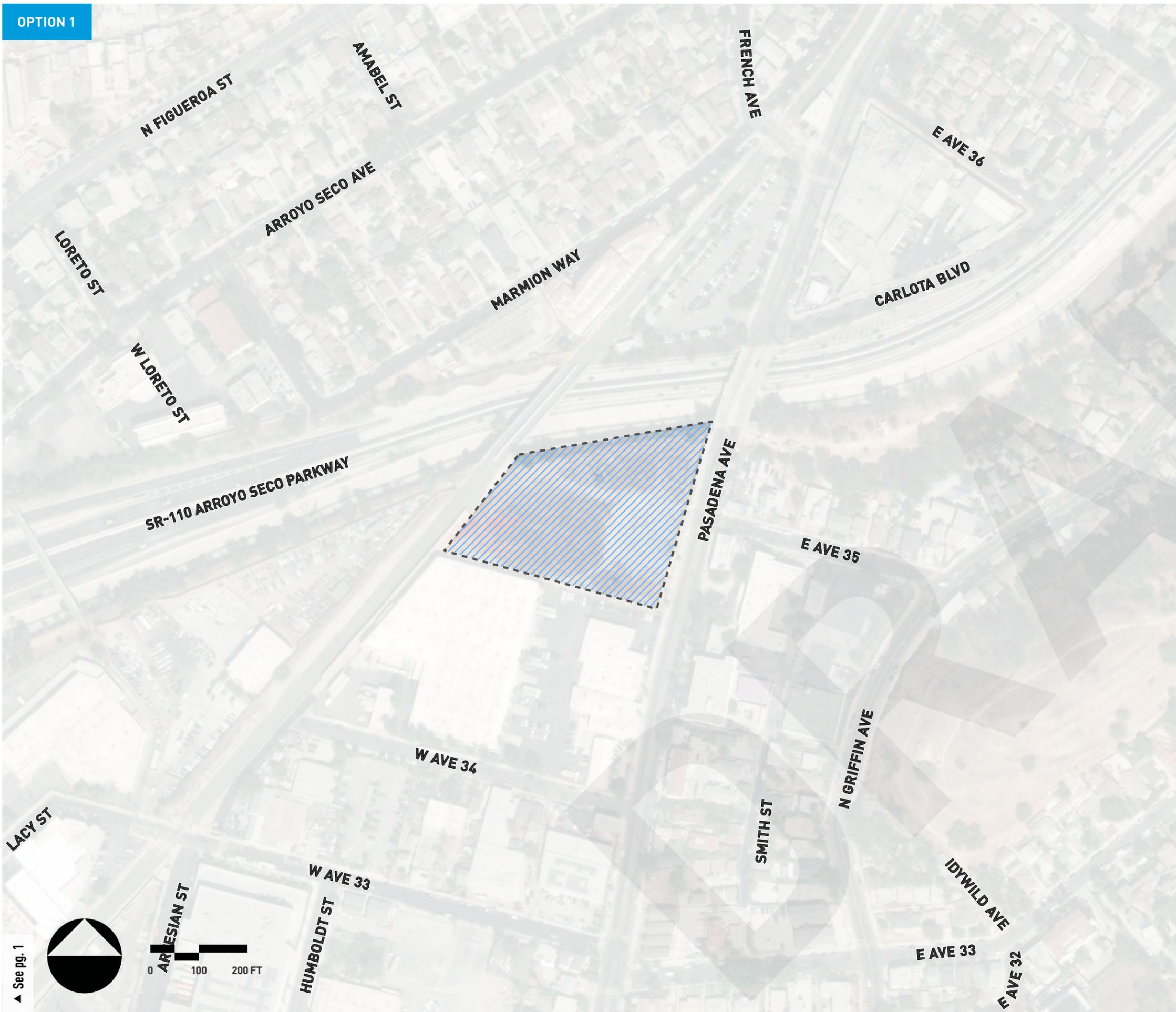
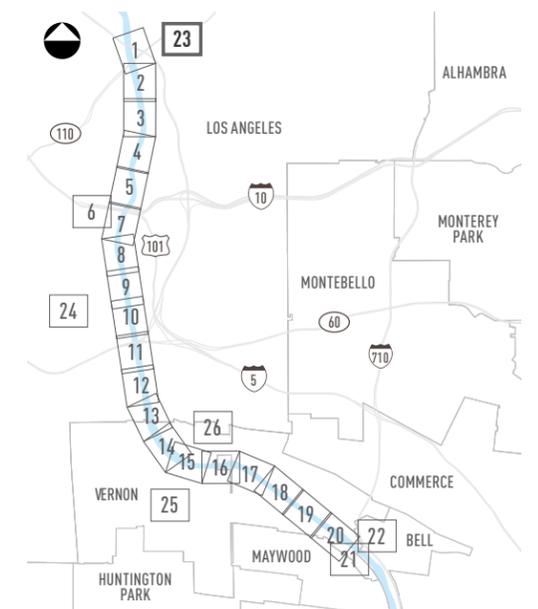
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LEGEND | OPTION 1

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KEY MAP



▲ See pg. 1



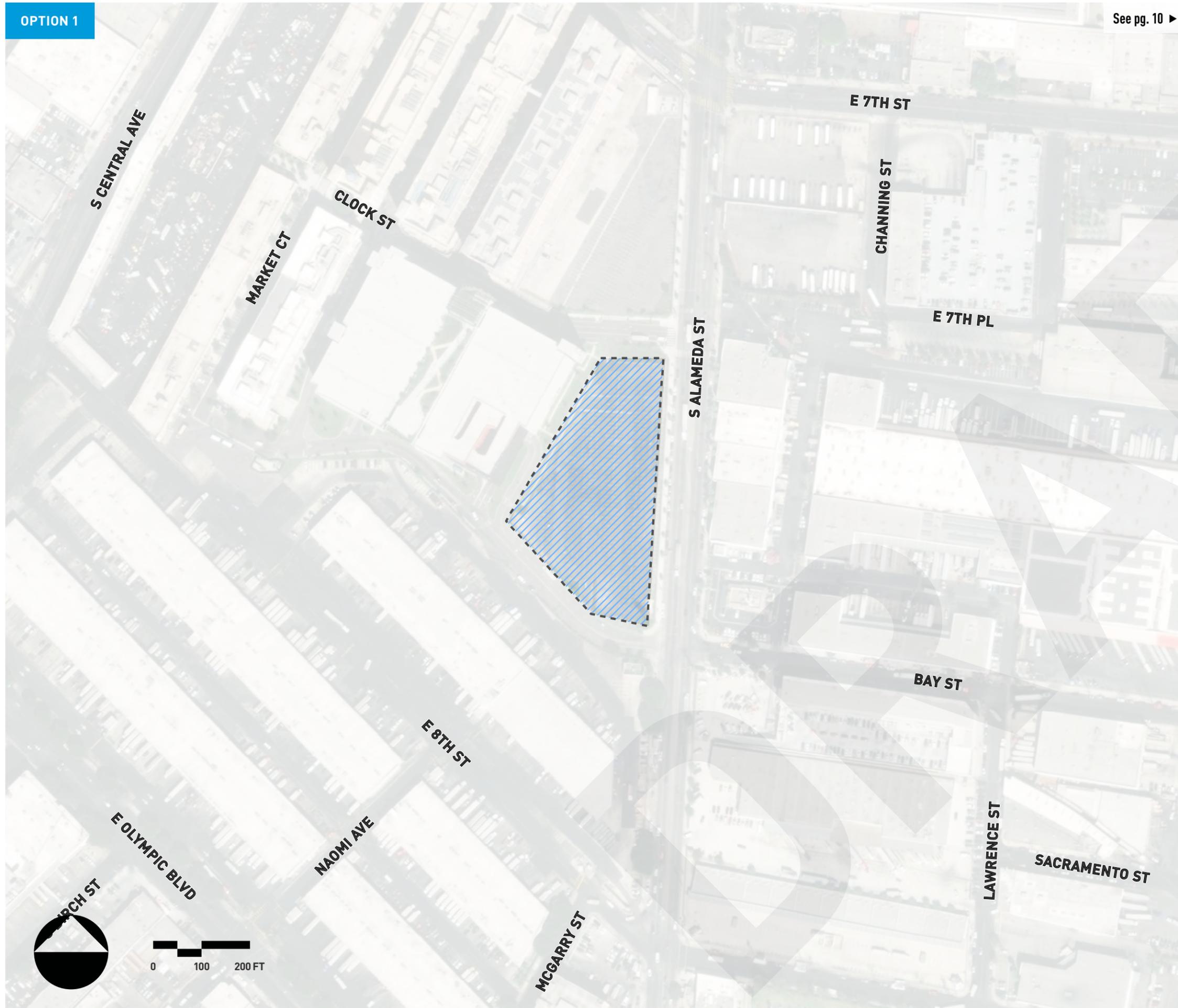
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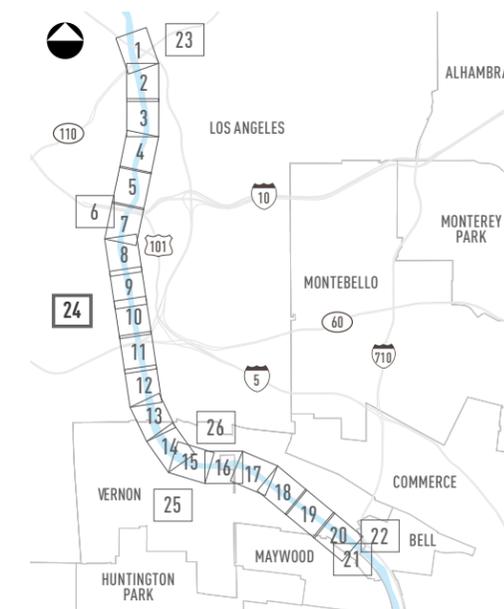


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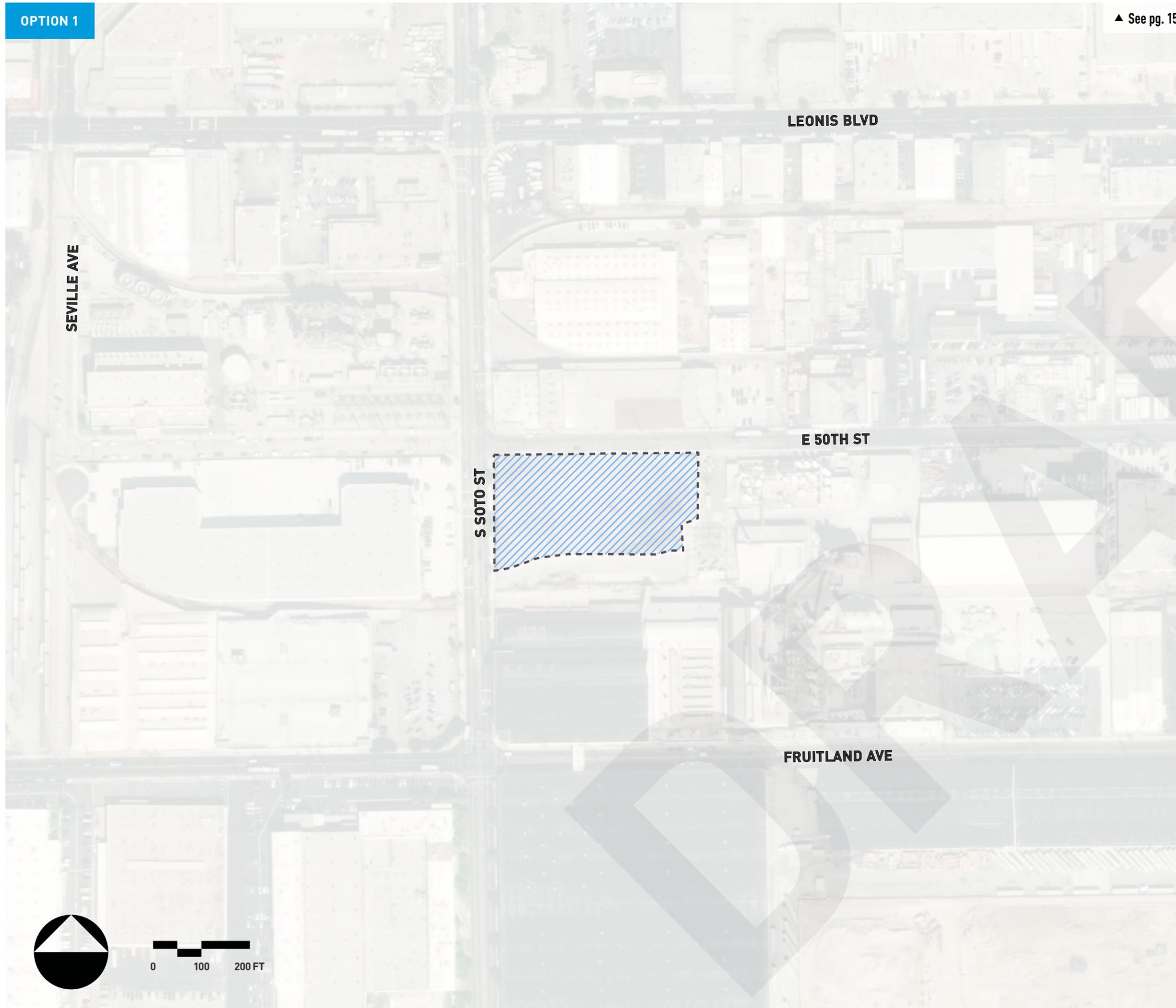


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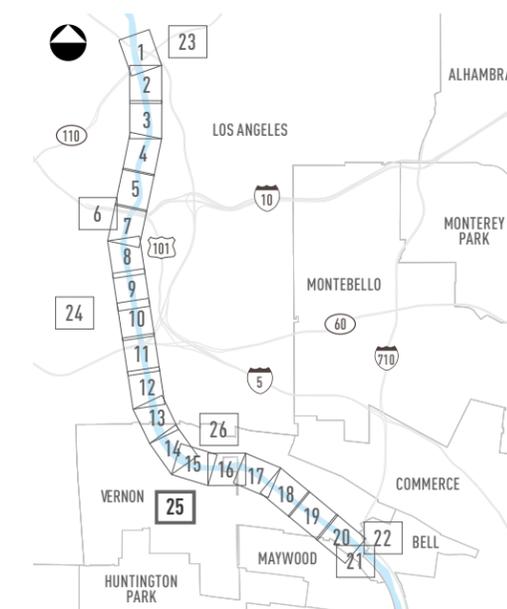


LEGEND | OPTION 1

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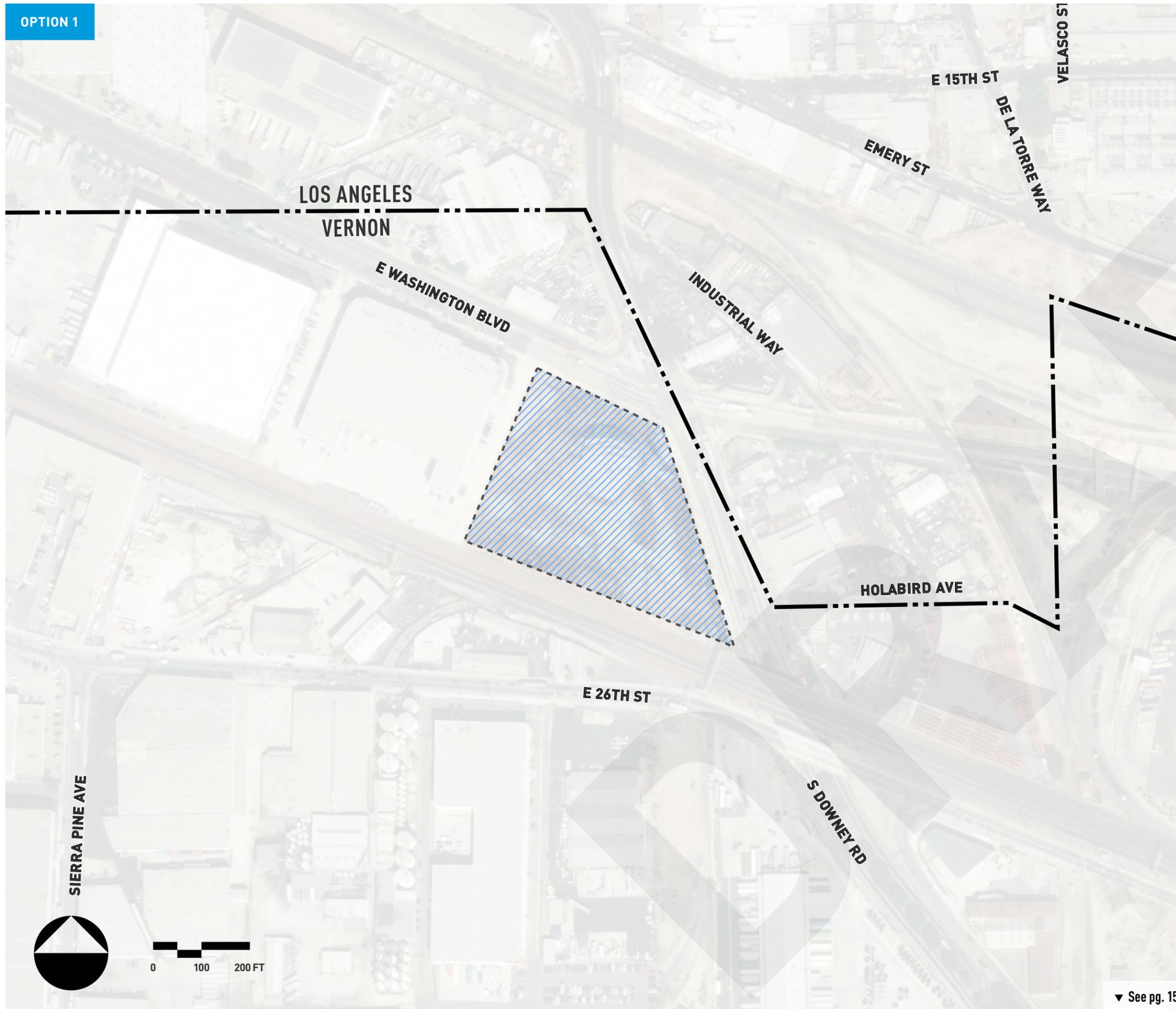


KEY MAP



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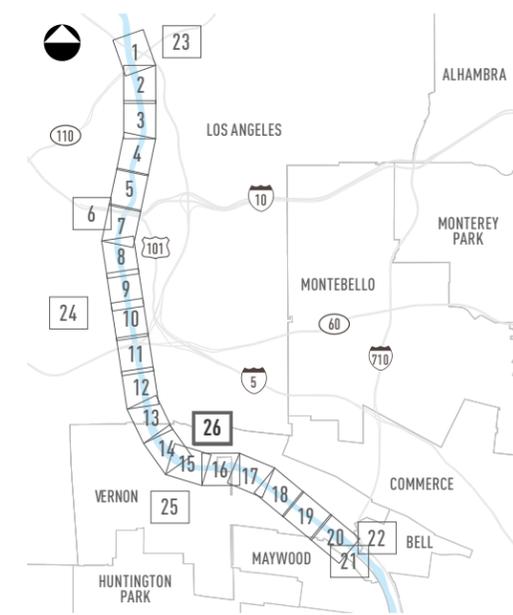




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KEY MAP



▼ See pg. 15

Prepared for



**Appendix B-3  
Option 2  
Footprint Maps**

# LA RIVER PATH PROJECT FOOTPRINT

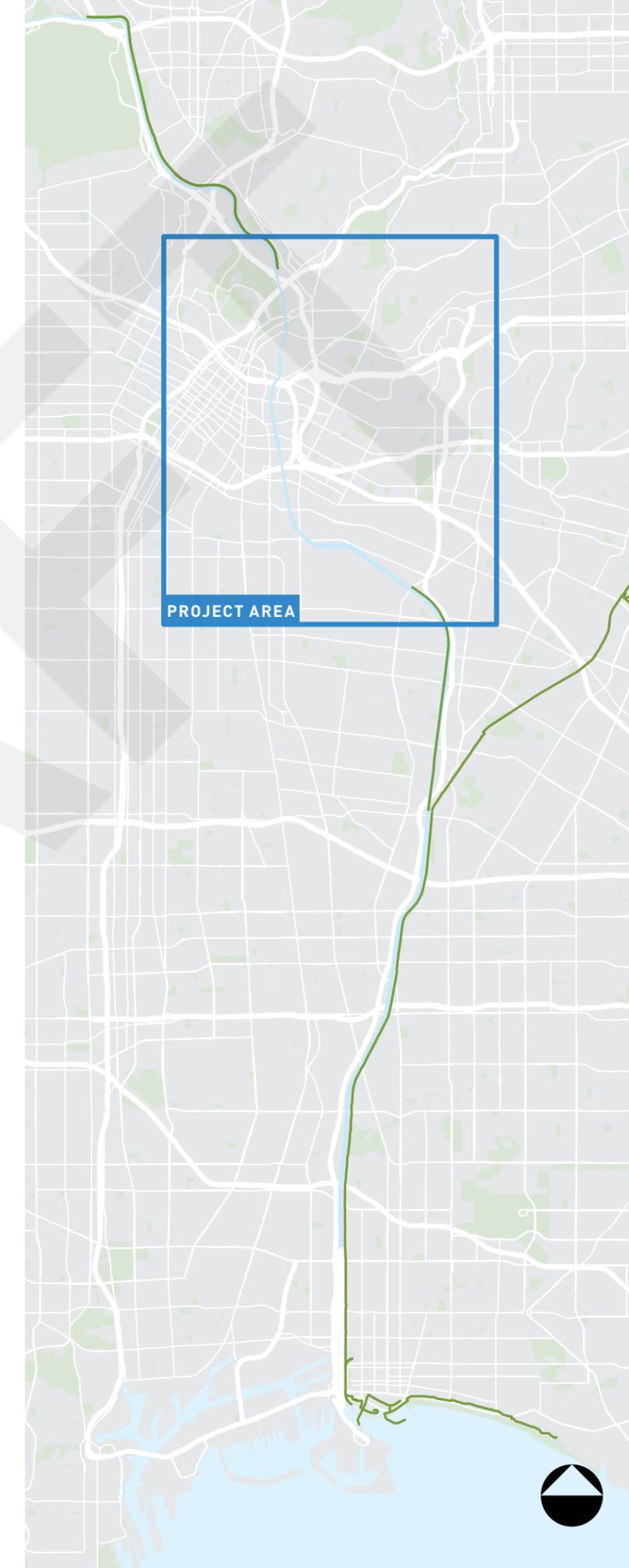
**OPTION 2**

DRAFT | April 2024

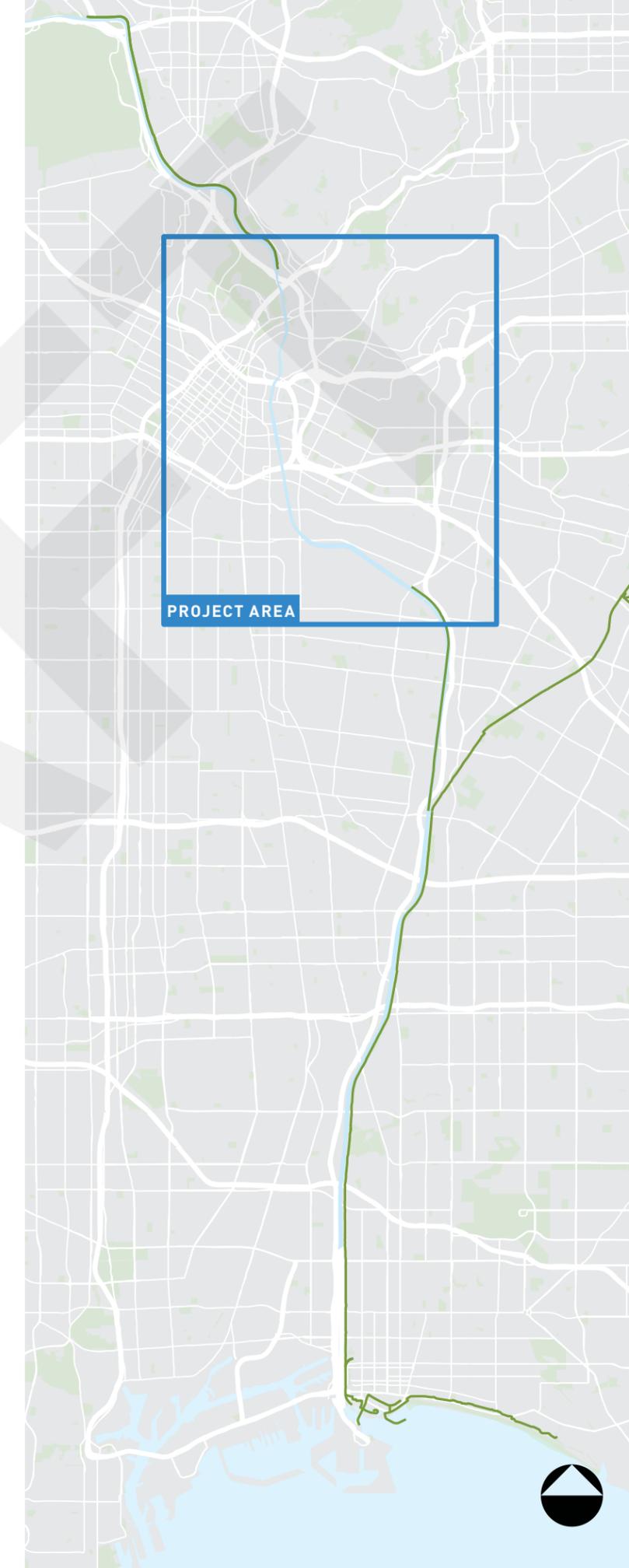
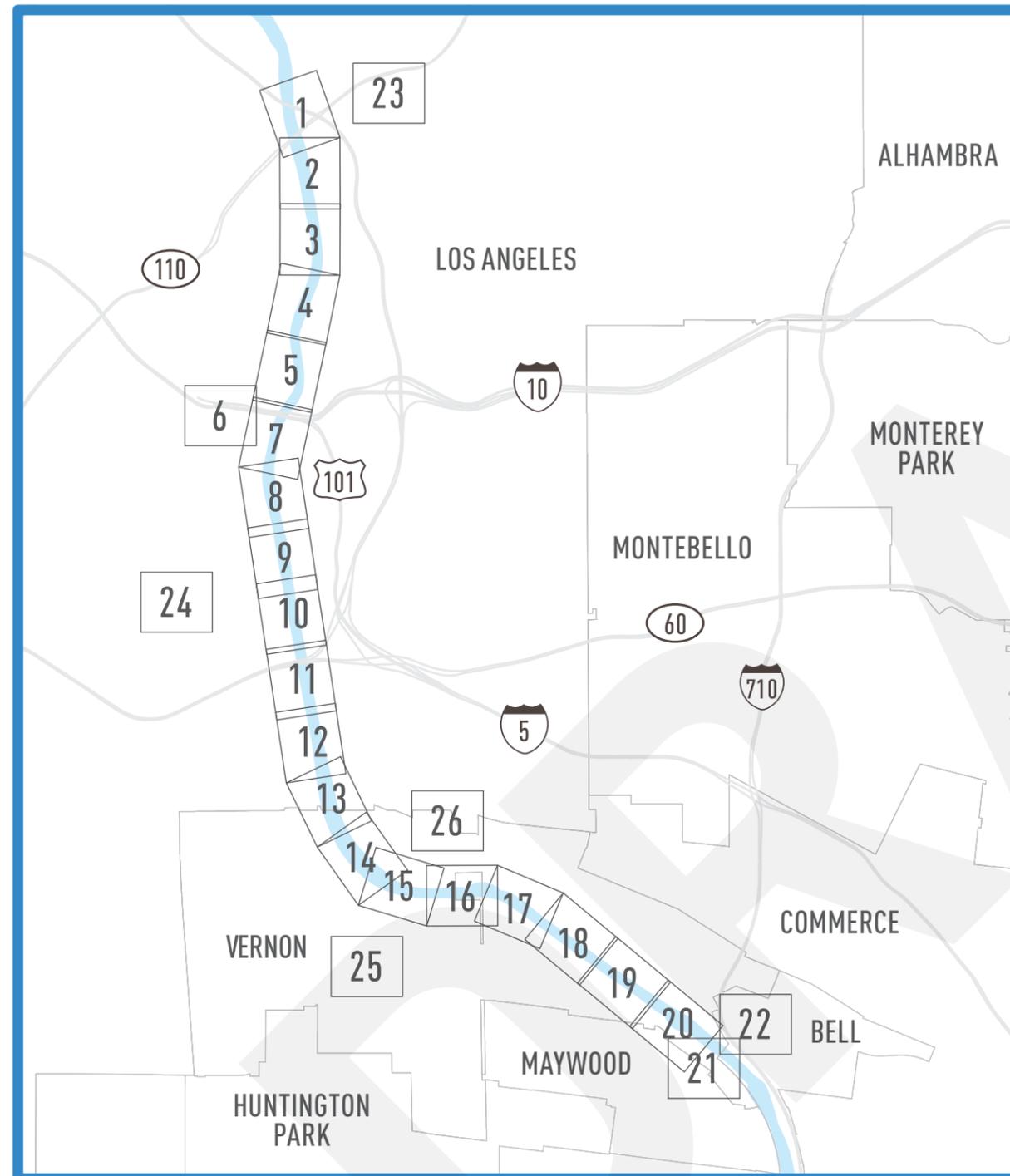
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Prepared by



# KEY MAP



# TERMINOLOGY

Below is the key terminology for the Project Footprint maps of the Proposed Project, Option 1, and Option 2. Refer to the Project Description for detailed descriptions of these terms, including the anticipated site work for each path type.

## Project Footprint

This footprint encompasses feasible and usable areas identified as the temporary and permanent footprint proposed for the Project. The Project Footprint also includes the parcels owned by multiple jurisdictions and private ownership. The entirety of legal parcels adjacent to or affected by the Proposed Project, Option 1, and Option 2 are also included. Acquisition of temporary and permanent easements would be required to enable construction, operation, and maintenance of the Project.



## Temporary Footprint

This footprint comprises of all areas where ground disturbances are anticipated, such as: construction activities and access (including in-channel access), proposed Temporary Construction Easements (TCEs), and construction staging areas (see Staging Areas below). Site preparation involves clearance of the site and preparing the Project footprint for construction. This generally involves clearing, grubbing, grading, and demolition activities in support of the Project construction activities. Site preparation would also include redirecting the channel flow as required away from work zones. The construction site would be defined and fenced off, and construction access ramps would be constructed. Construction may require trenching, excavation, drilling, and installation of Project structures and foundations and supporting infrastructure. The anticipated depth for trenching/excavation may range from 0 to 15 feet.



## Permanent Footprint

This footprint comprises of areas planned for required right-of-way and construction of the following Project components: Alignments (including Path Types, River Crossings, Connectors, and Ancillary Path Elements); Access Points; and Design Variations. Operations and Maintenance (O&M) of the Project are anticipated along the Permanent Footprint. Future O&M for the Project would be consistent with current O&M activities of the existing Los Angeles River Greenway and Los Angeles River Bike Path to the north and south of the Project, respectively. The maximum heights for new paths and crossing structures are 30 feet and 60 feet above grade, respectively. The maximum depth of excavation is approximately 0 feet to 15 feet below grade for most of the path length, and 100 feet below grade for drilled shaft foundations for specific structure locations. Anticipated ground disturbances for the Permanent Footprint would include, but are not limited to, the following activities:

- > Grading and removing existing concrete and asphalt
- > Installing new concrete, barriers and railings, lighting, signage, and pavement markings
- > Clearing and grubbing of existing vegetation and landscaping
- > Planting of disturbed areas and landscaping
- > Relocating utilities
- > Relocating drainage



## Staging Area

Temporary staging areas would be used for equipment staging, material and fuel storage, vehicle and equipment refueling, fabrication activities, construction trailers, and worker vehicle parking and assembly. Construction staging area locations will be finalized during final design.



## River Access

River Access locations are where vehicles, equipment, materials, and workers would be able to enter the river channel. River Access locations will be finalized during final design.



## Path & Access Points

This is the alignment for the Proposed Project, Option 1, and Option 2. The scale of the Path alignment, shown on the map, varies by location from 14 to 20 feet wide, and includes additional area for potential improvements adjacent to the Project, such as railings, lighting, and rest areas. Access point locations vary in scale by location, and include paving, seating, landscape, and additional amenities.



## Design Variation

At specific locations, several variations of the alignments and access points for the Proposed Project, Option 1, and Option 2 are proposed due to various site constraints and challenges in the Project corridor.

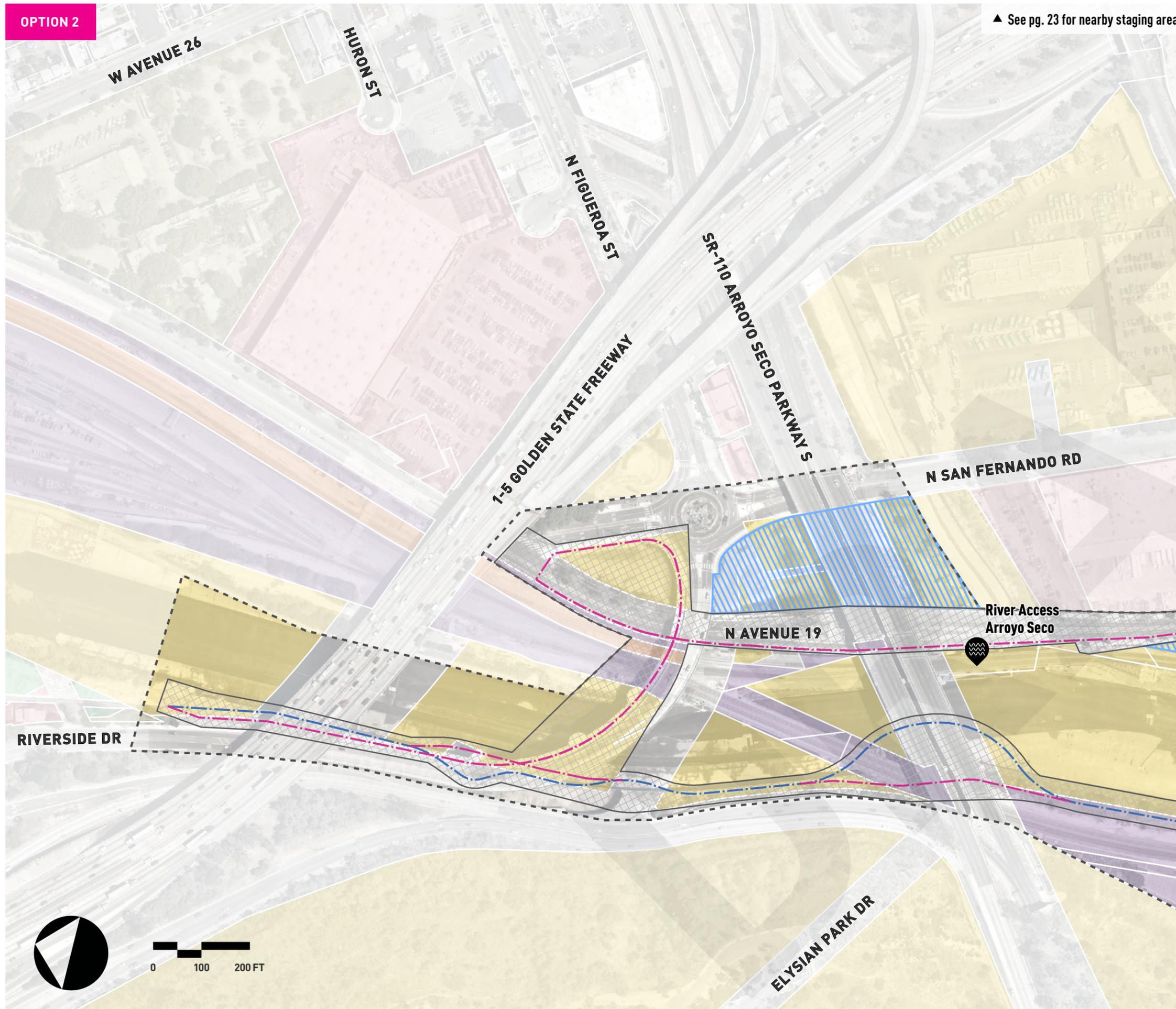


## Union Station Connection

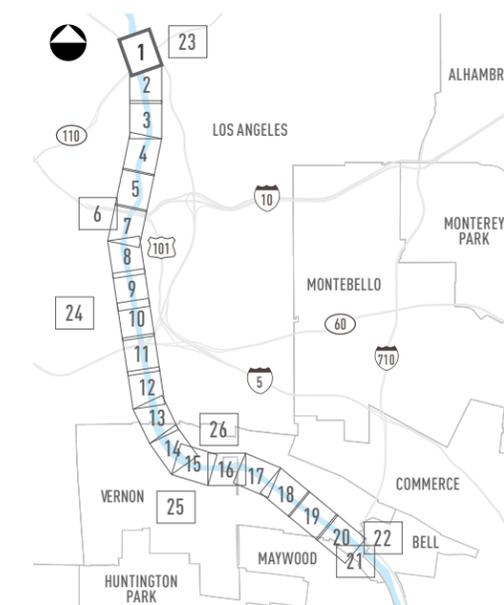
From the *Union Station via Center Street Access Point*, the connection path would follow an on-street alignment along Center Street and travel under US Highway Route 101. As the connection path continues northerly, Center Street becomes Ramirez Street. Upon crossing Vignes Street, this potential path would enter the Patsaouras Transit Plaza and connect with Union Station.

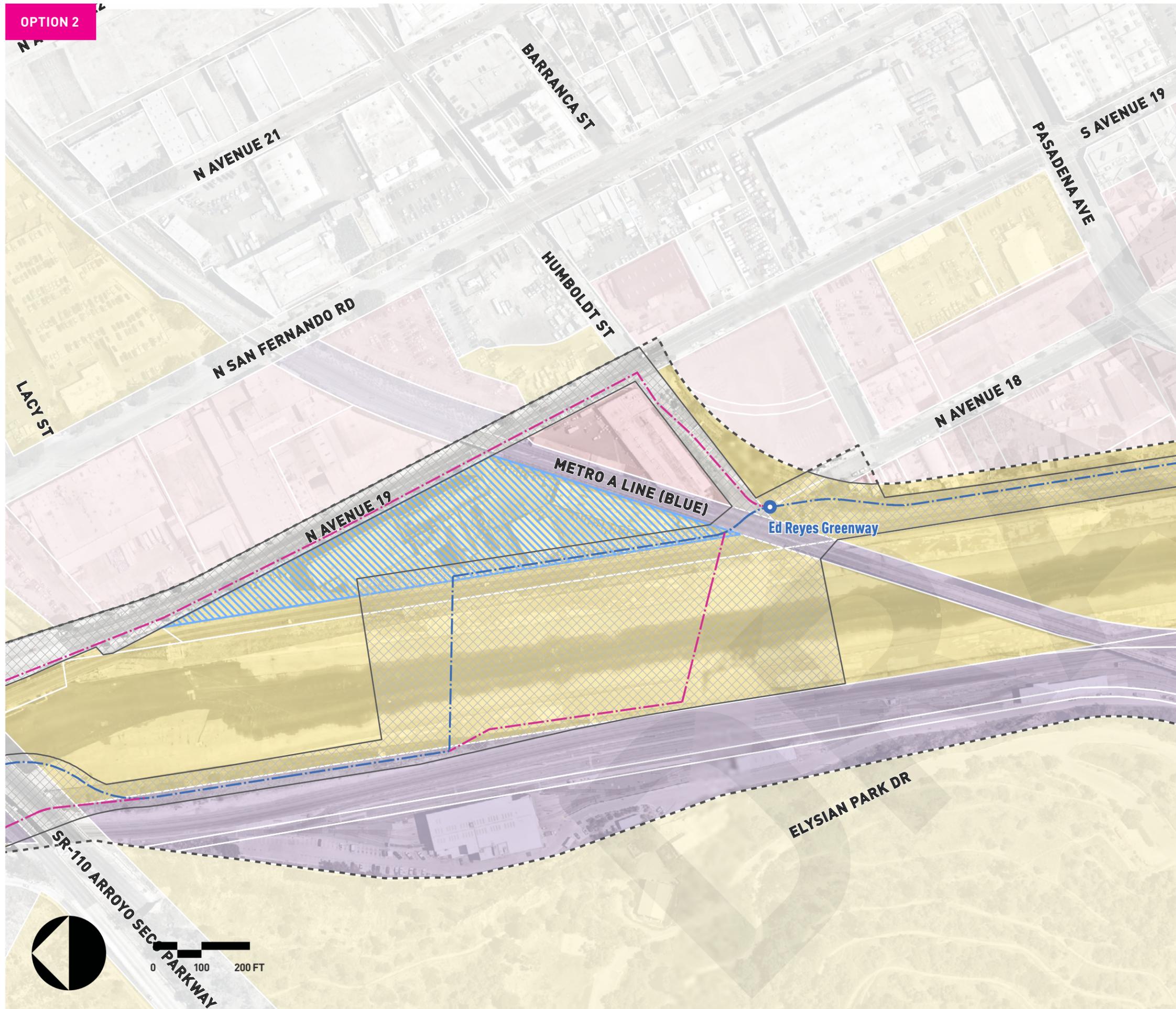
LEGEND | OPTION 2

-  Permanent Footprint
-  Temporary Footprint
-  Staging Area
-  River Access
-  Path
-  Design Variation
-  Union Station Connection
-  Path Access Point
-  Design Variation Access Point
-  Metro
-  Los Angeles County Flood Control District
-  City of Los Angeles or Vernon
-  Other Government
-  Railroad
-  Private
-  City Boundary
-  Match Line



KEY MAP

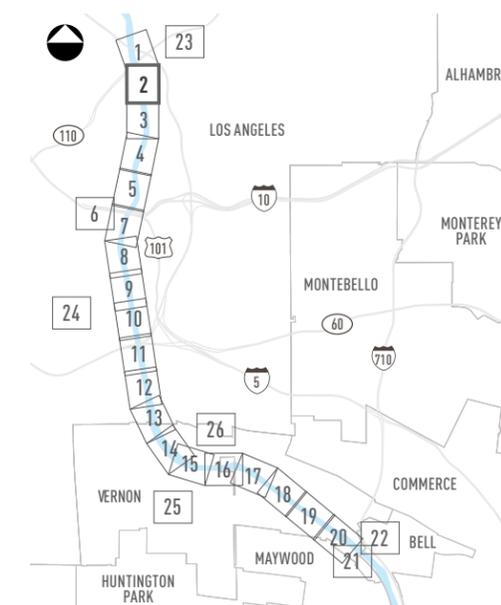




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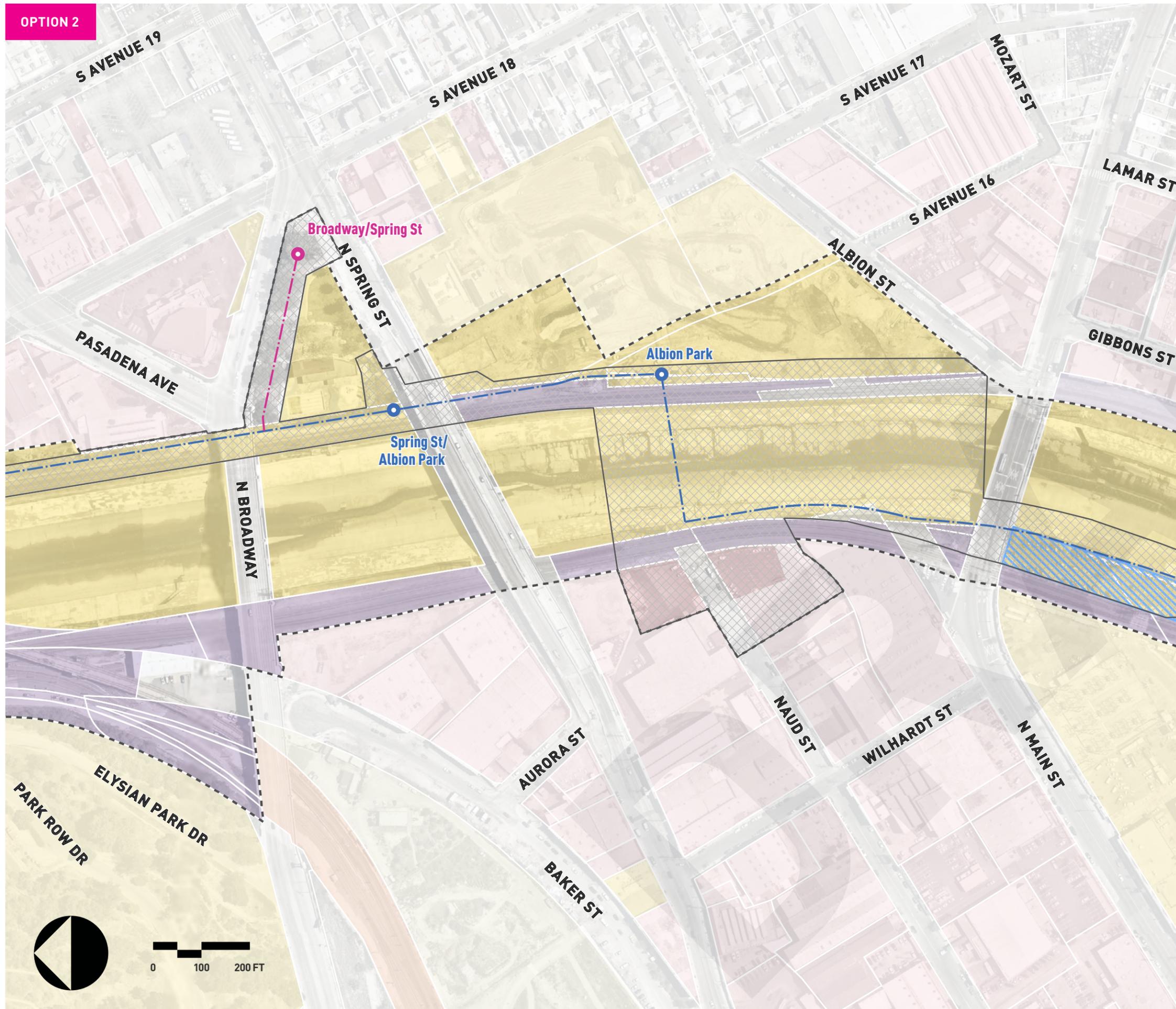
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KEY MAP



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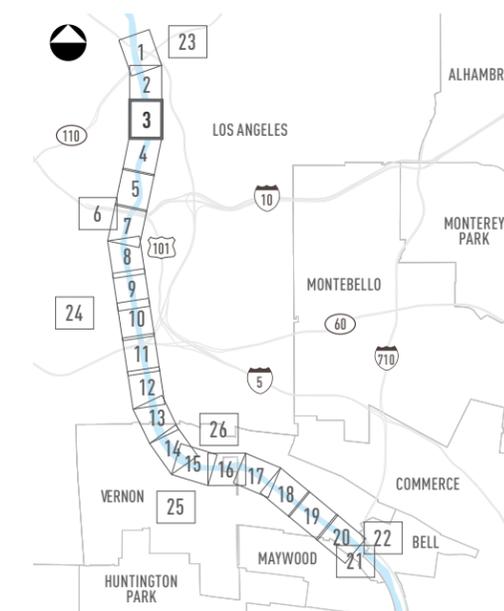




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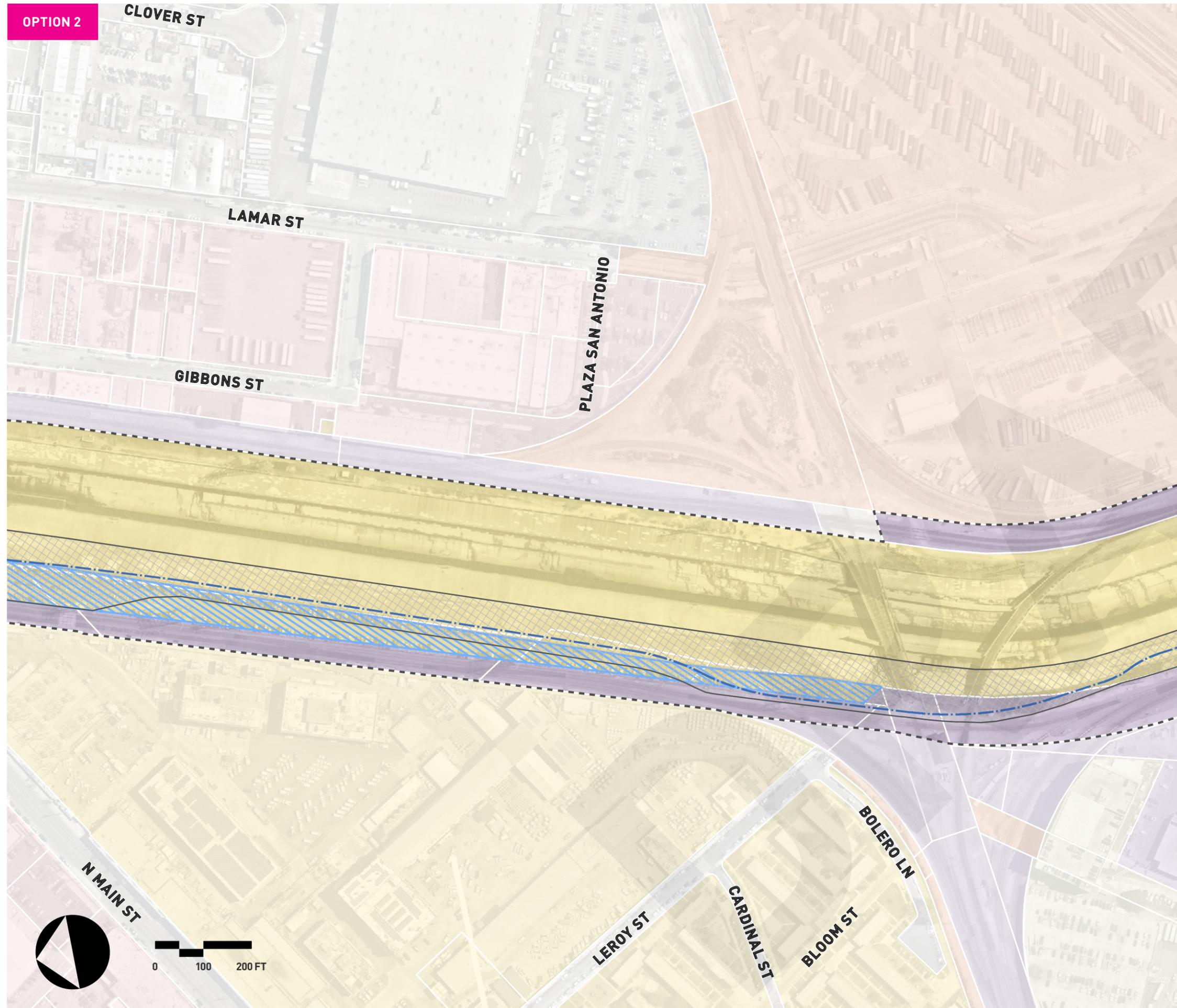
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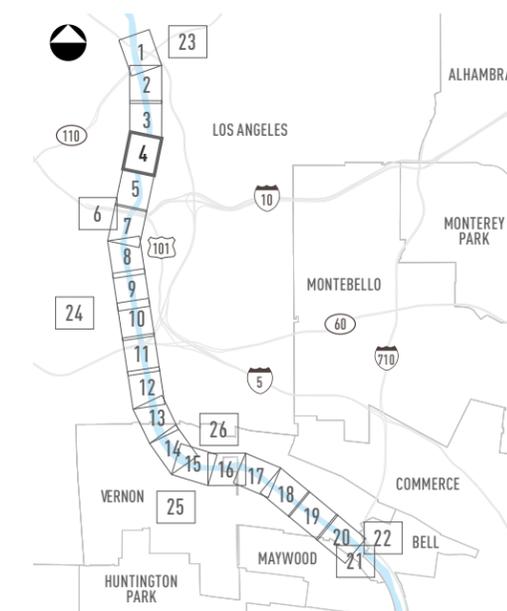




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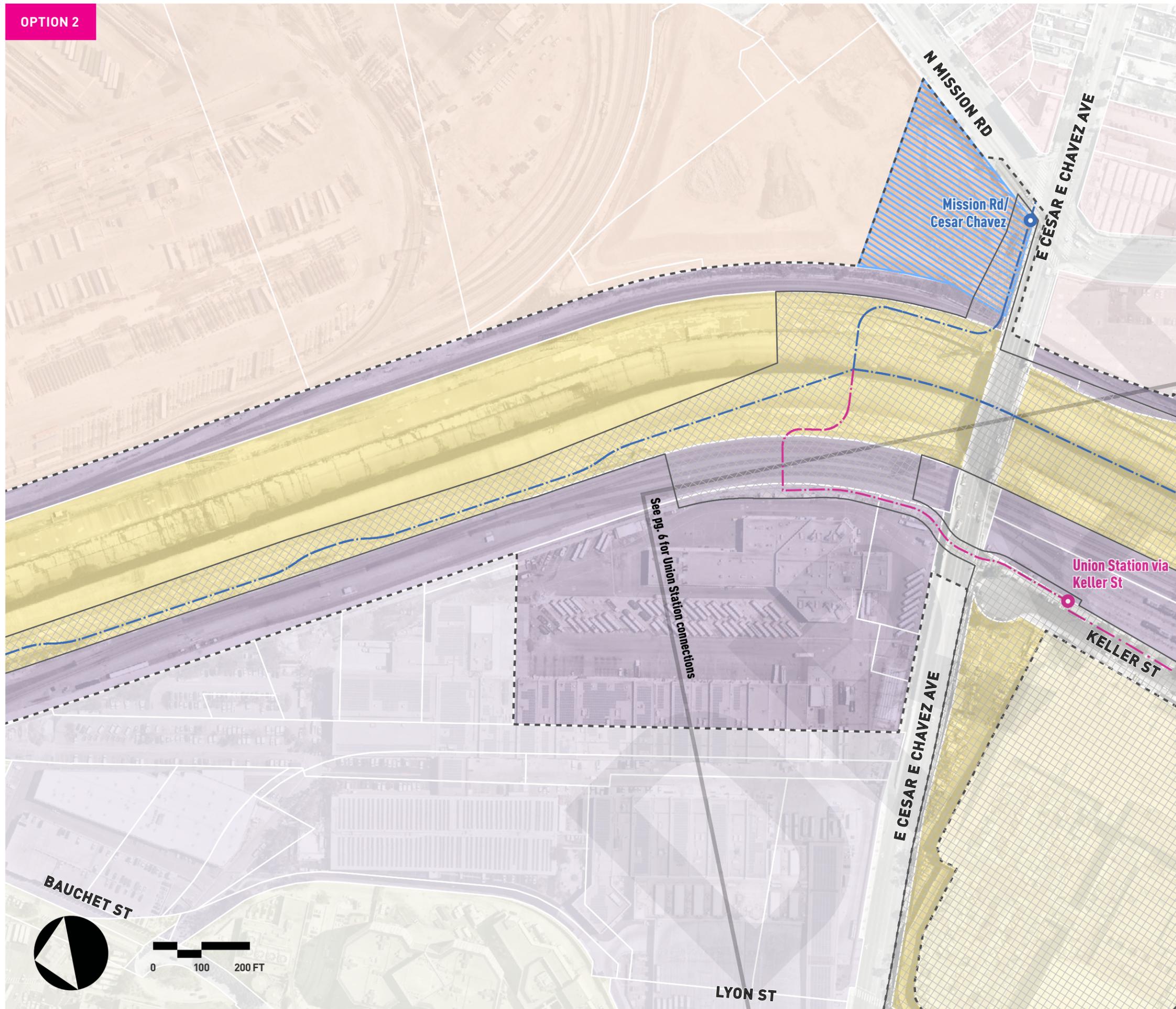


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KEY MAP



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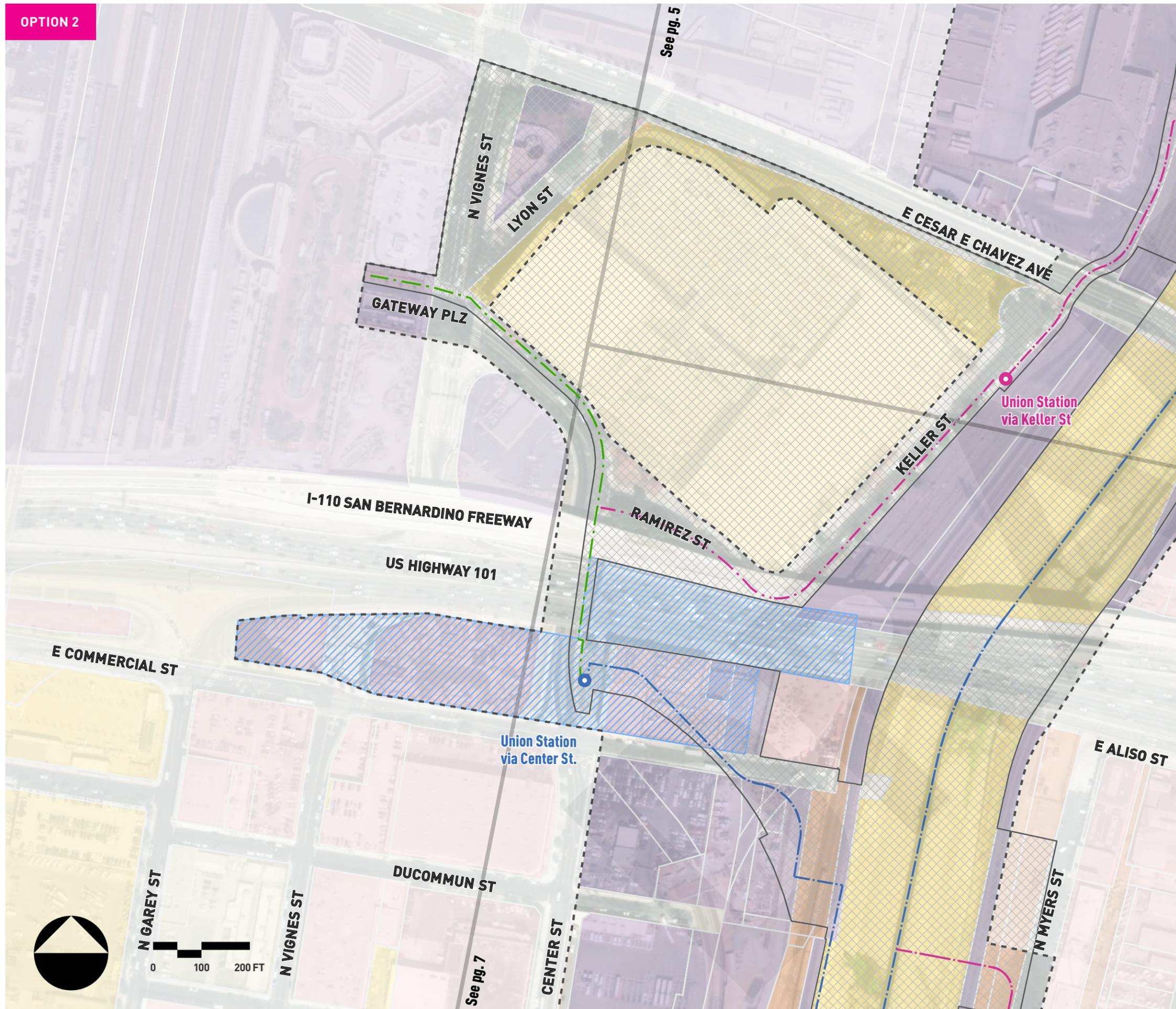


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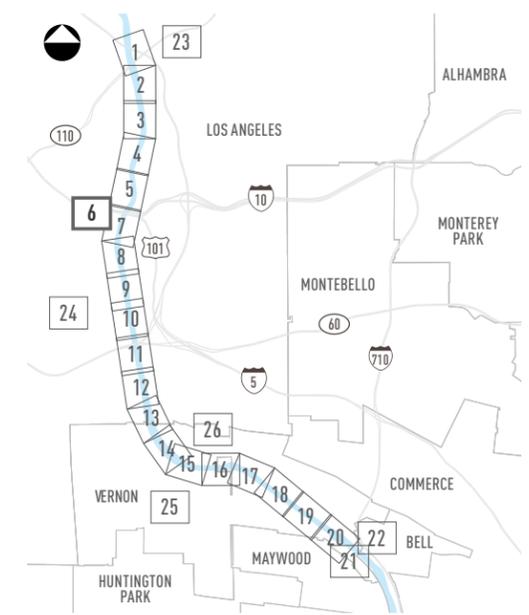


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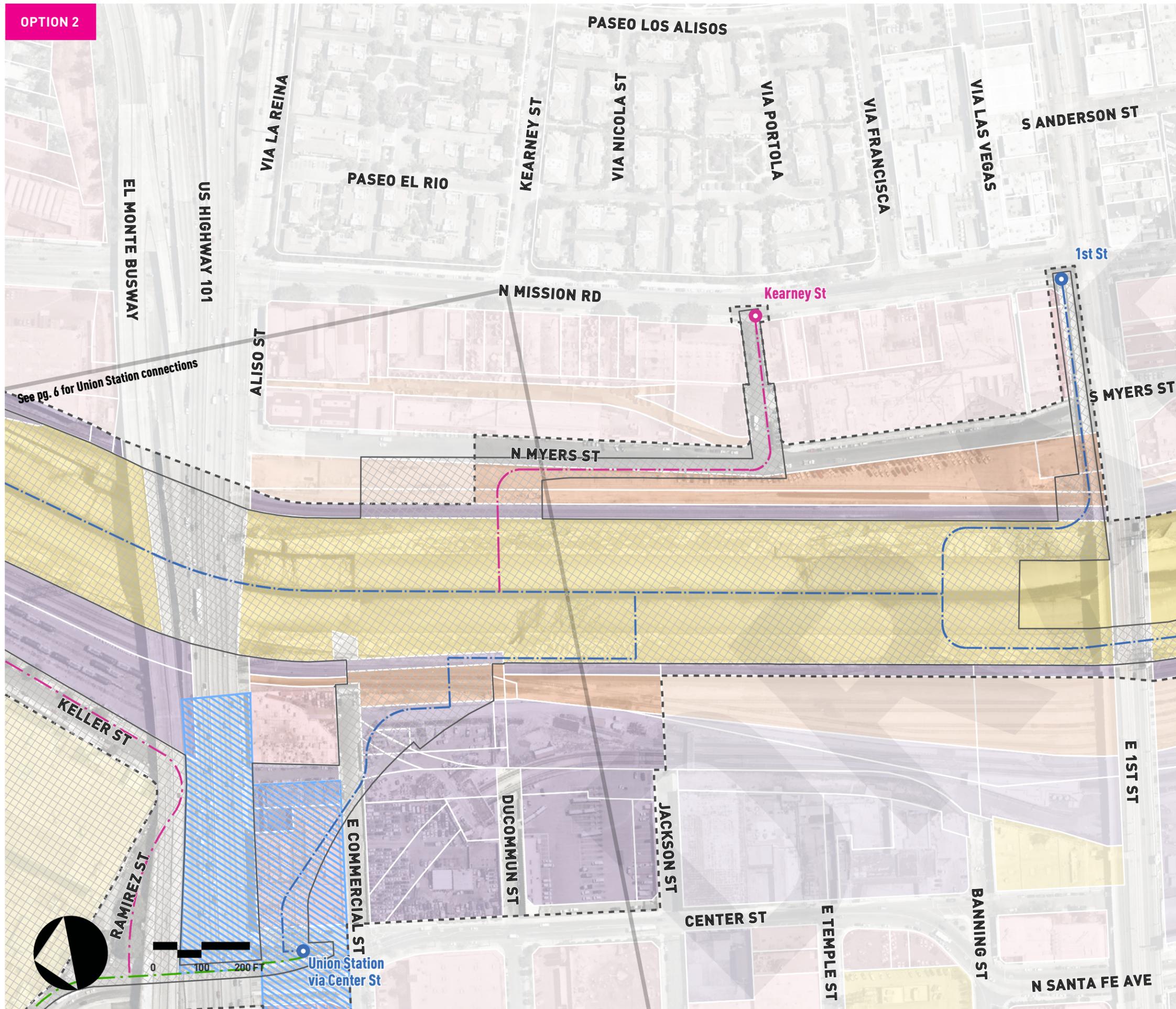
KEY MAP



See pg. 5

See pg. 7

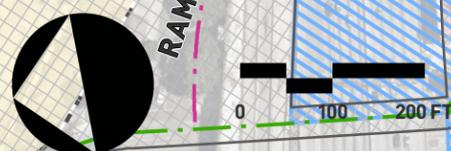
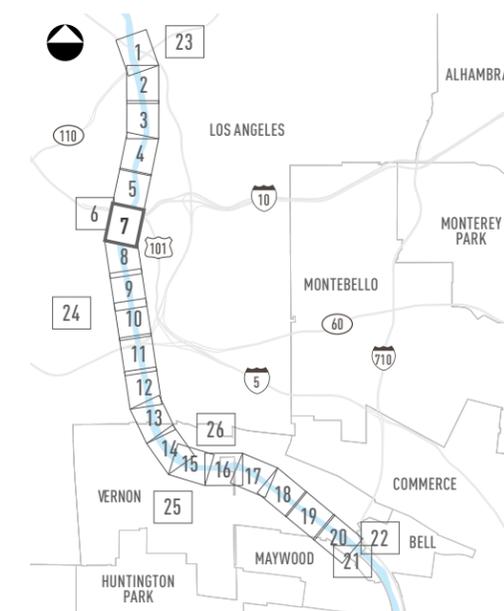




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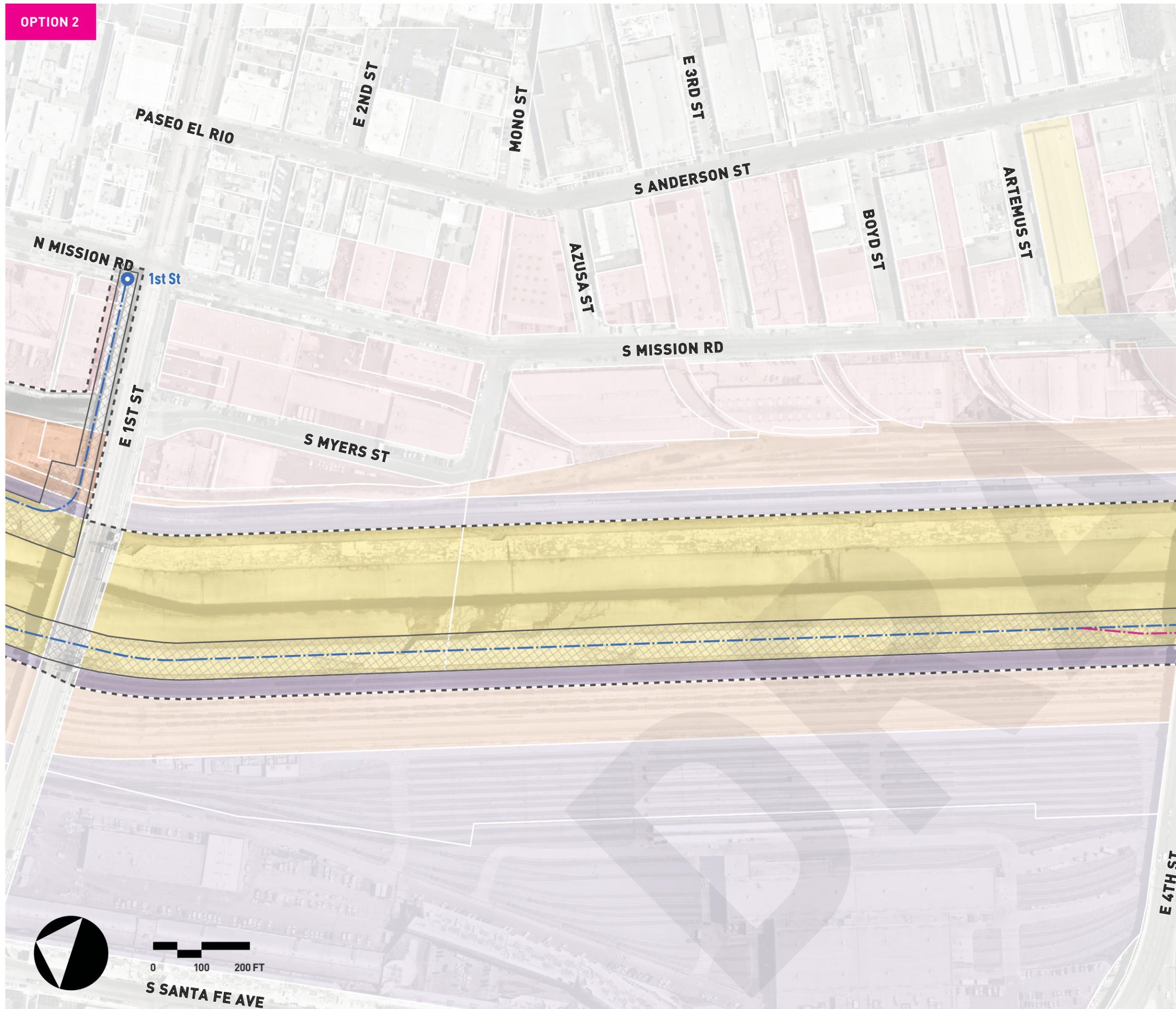
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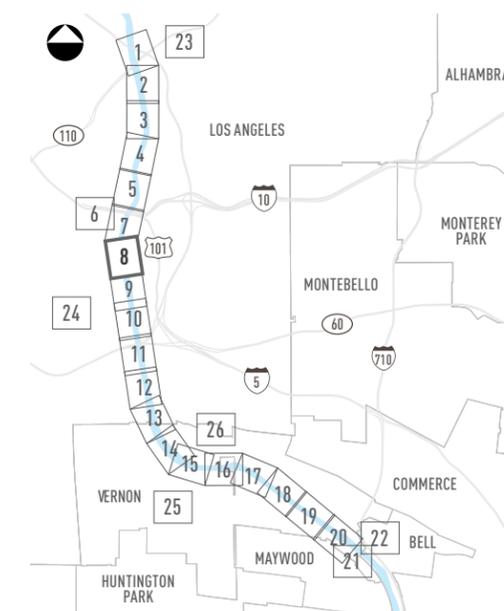




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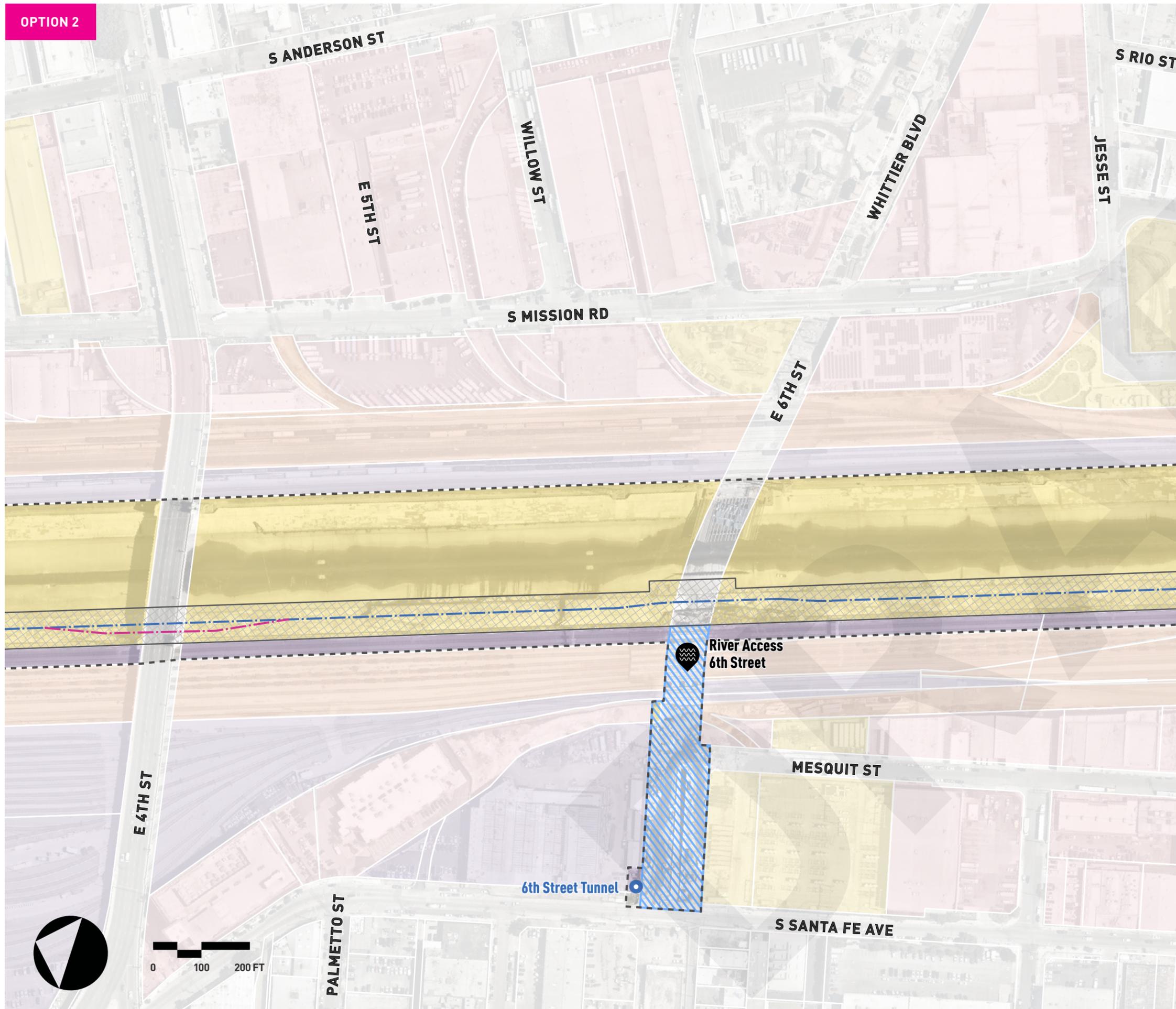
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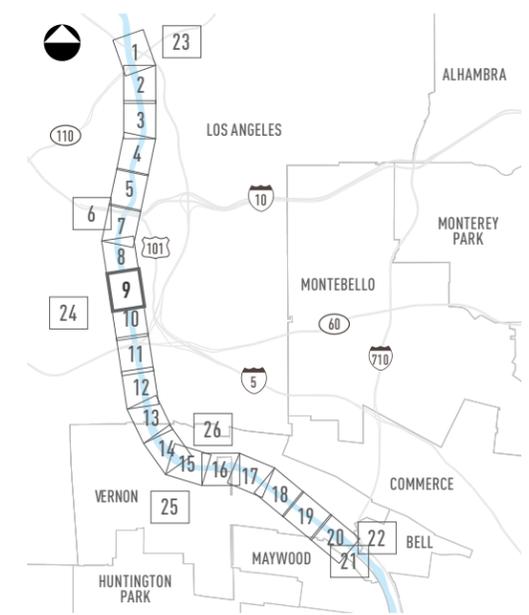




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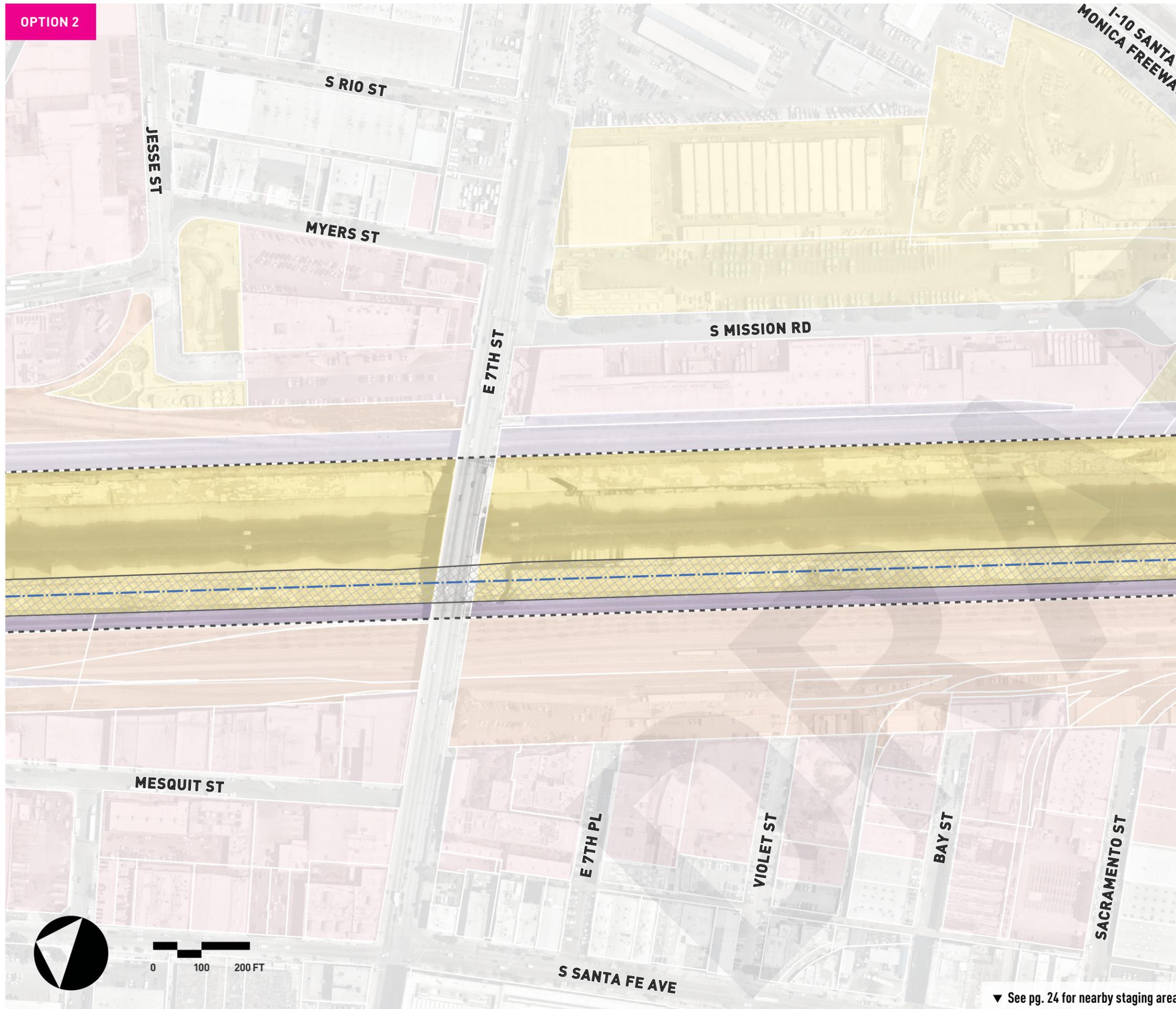
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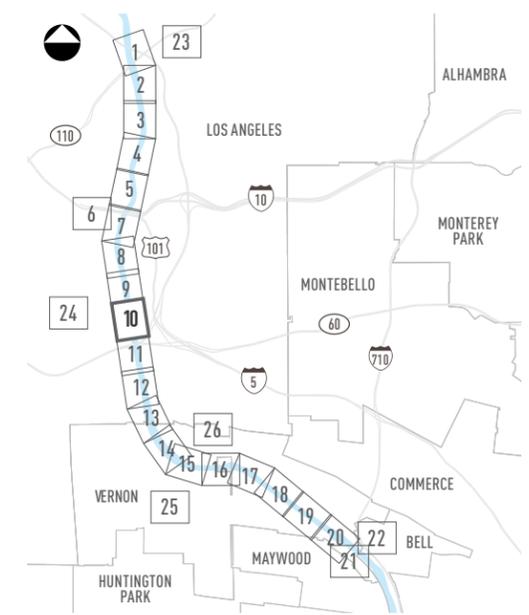




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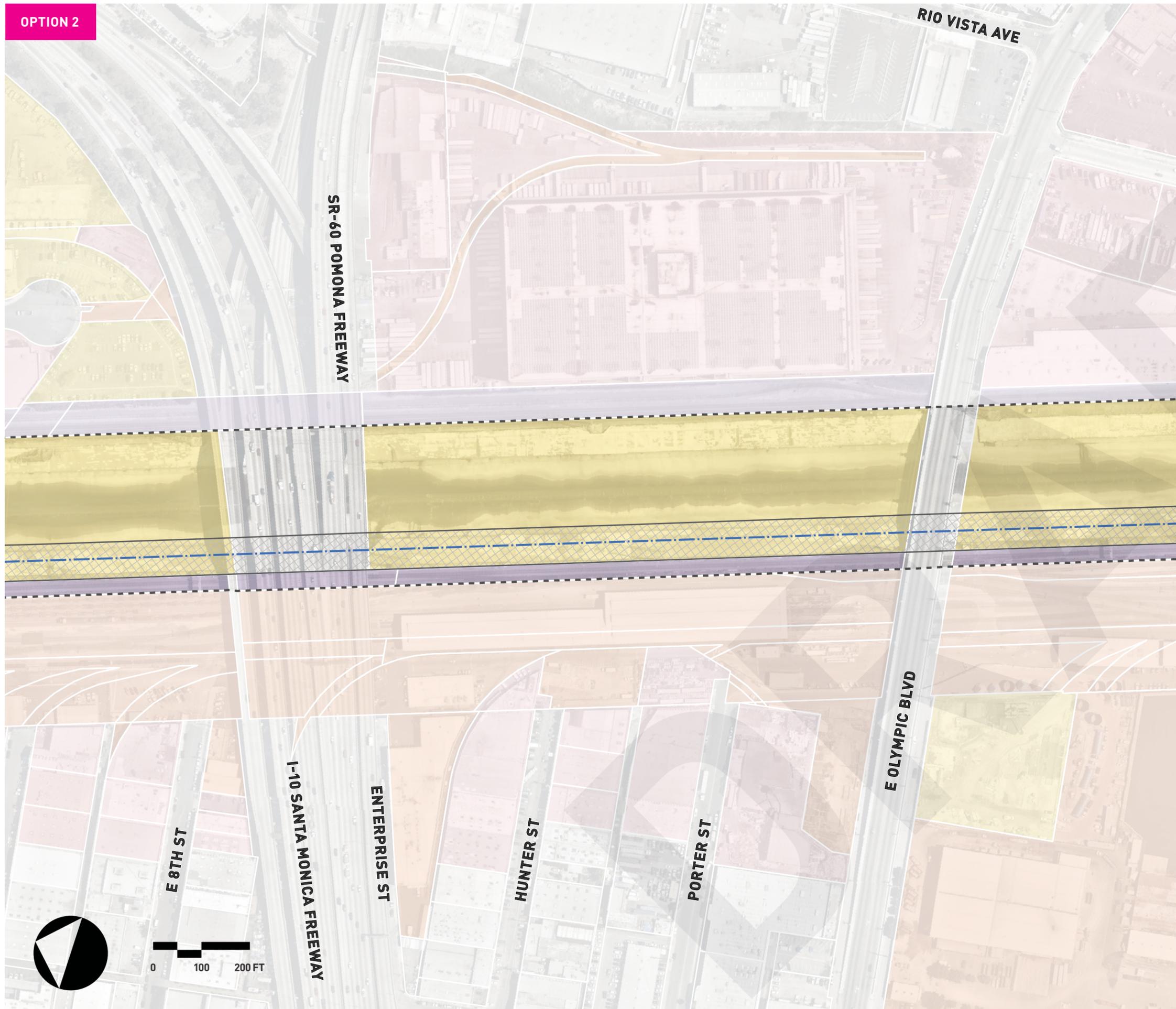
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▼ See pg. 24 for nearby staging area

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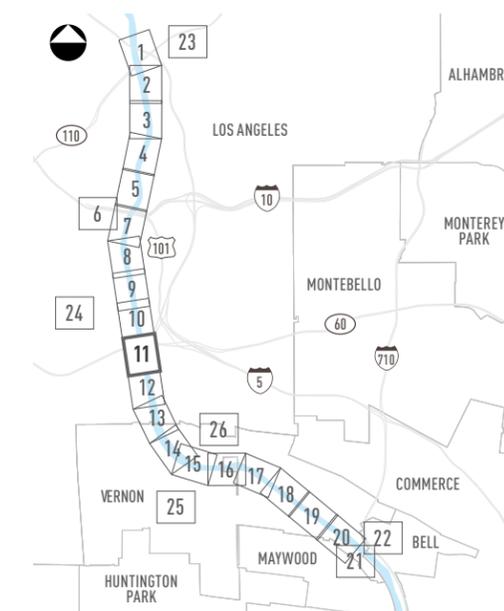




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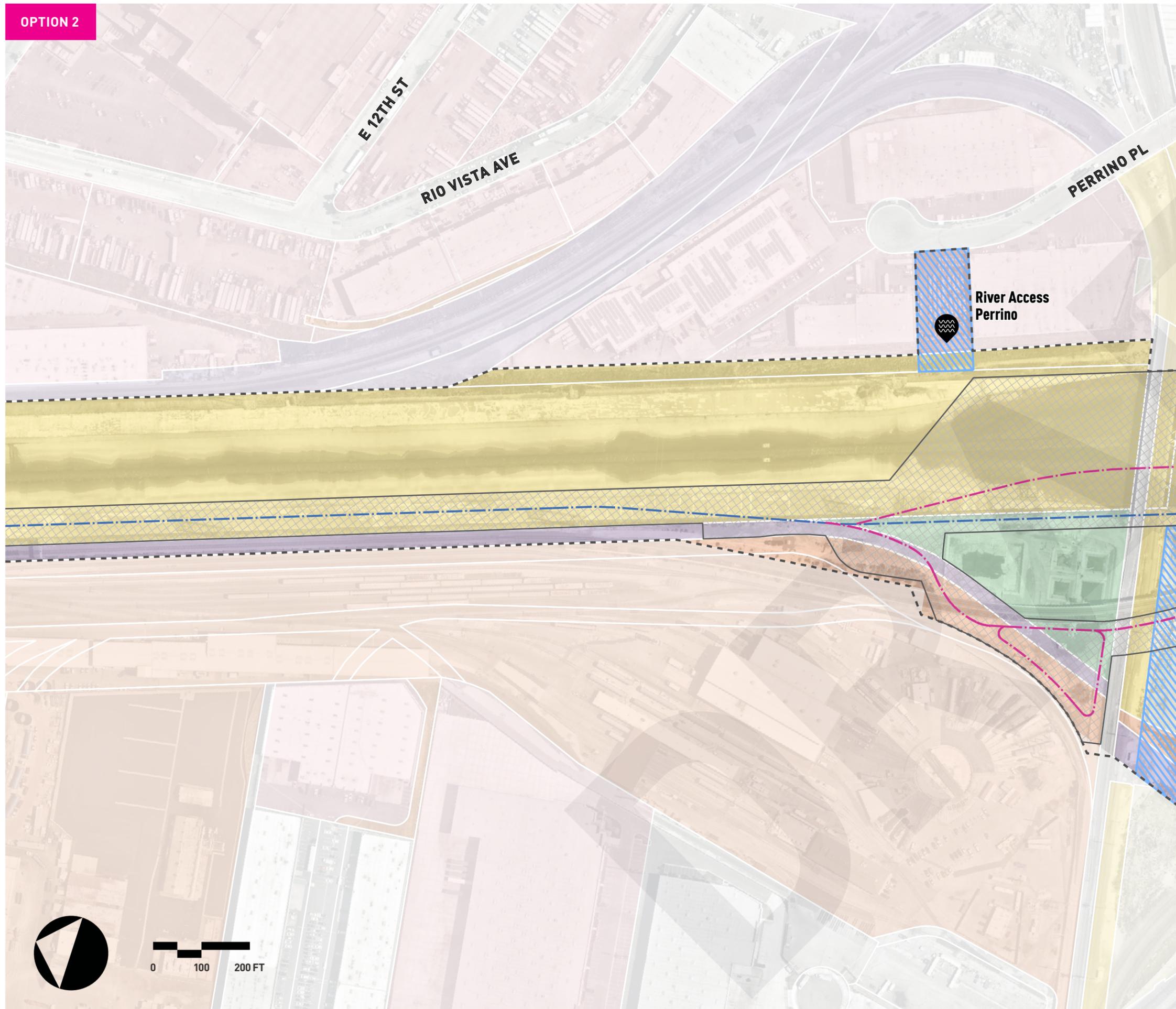
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-  Path
-  Design Variation
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-  Path Access Point
-  Design Variation Access Point
-  Metro
-  Los Angeles County Flood Control District
-  City of Los Angeles or Vernon
-  Other Government
-  Railroad
-  Private
-  City Boundary
-  Match Line

KEY MAP



Prepared for

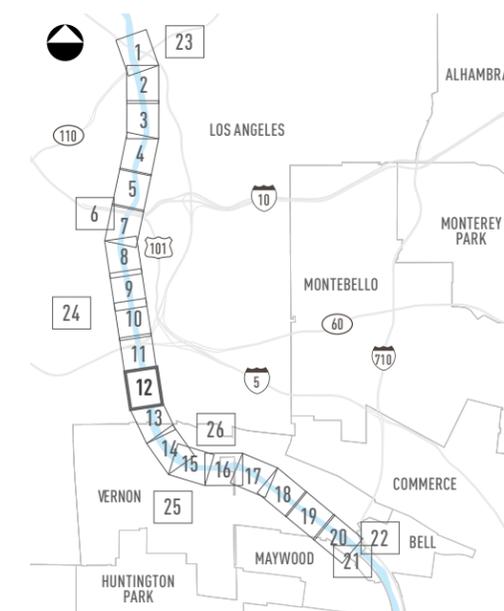




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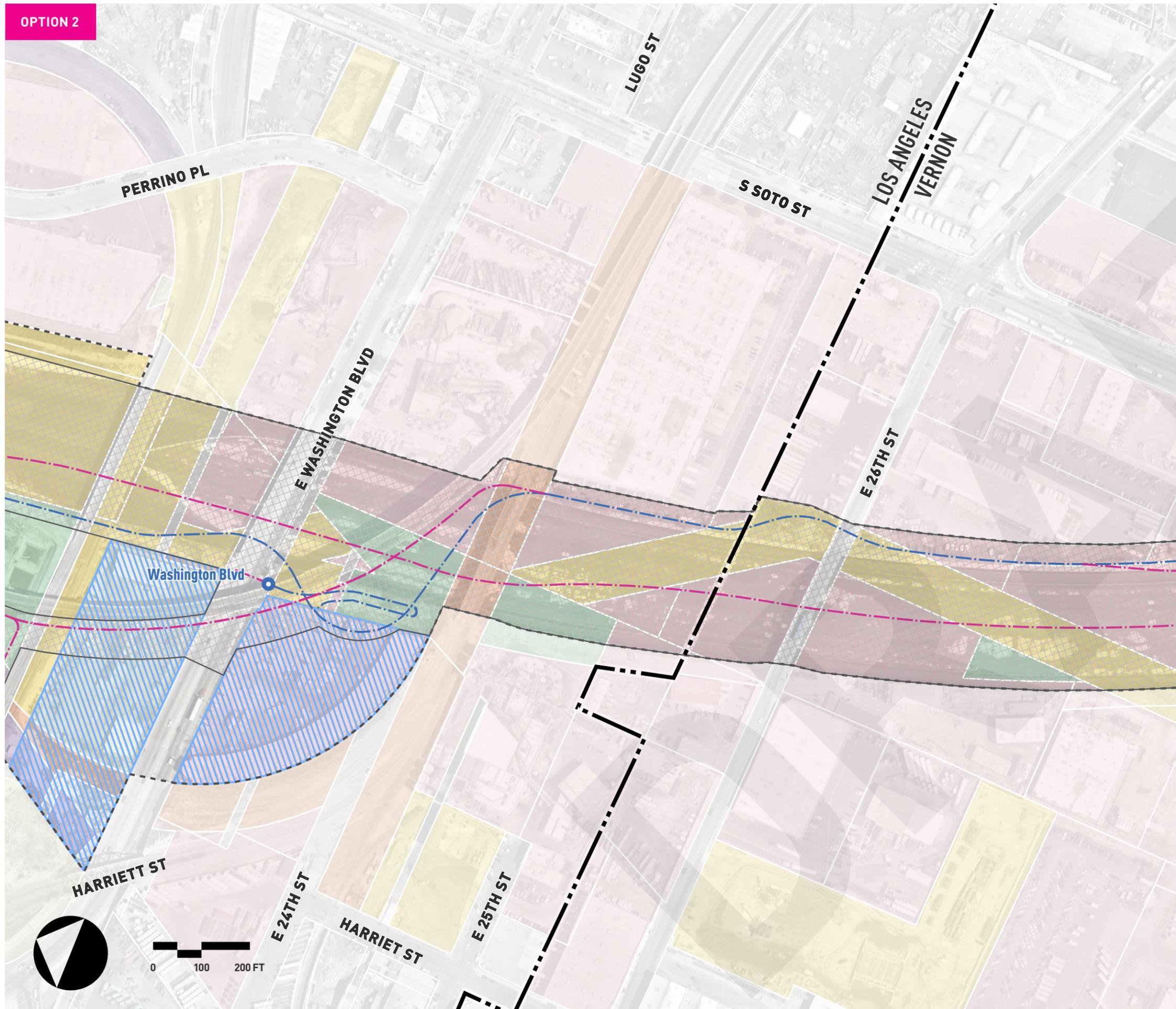
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KEY MAP



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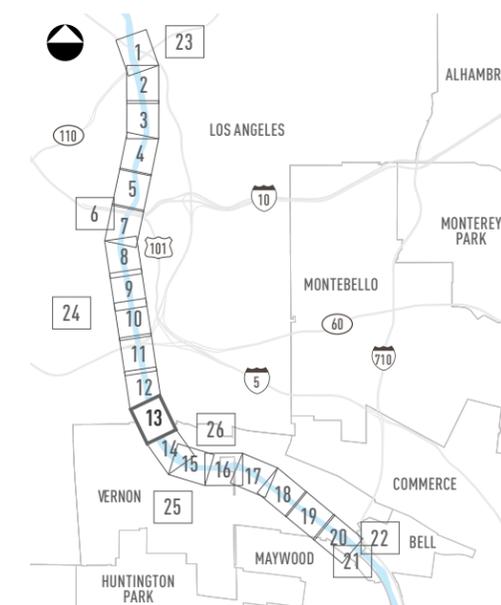




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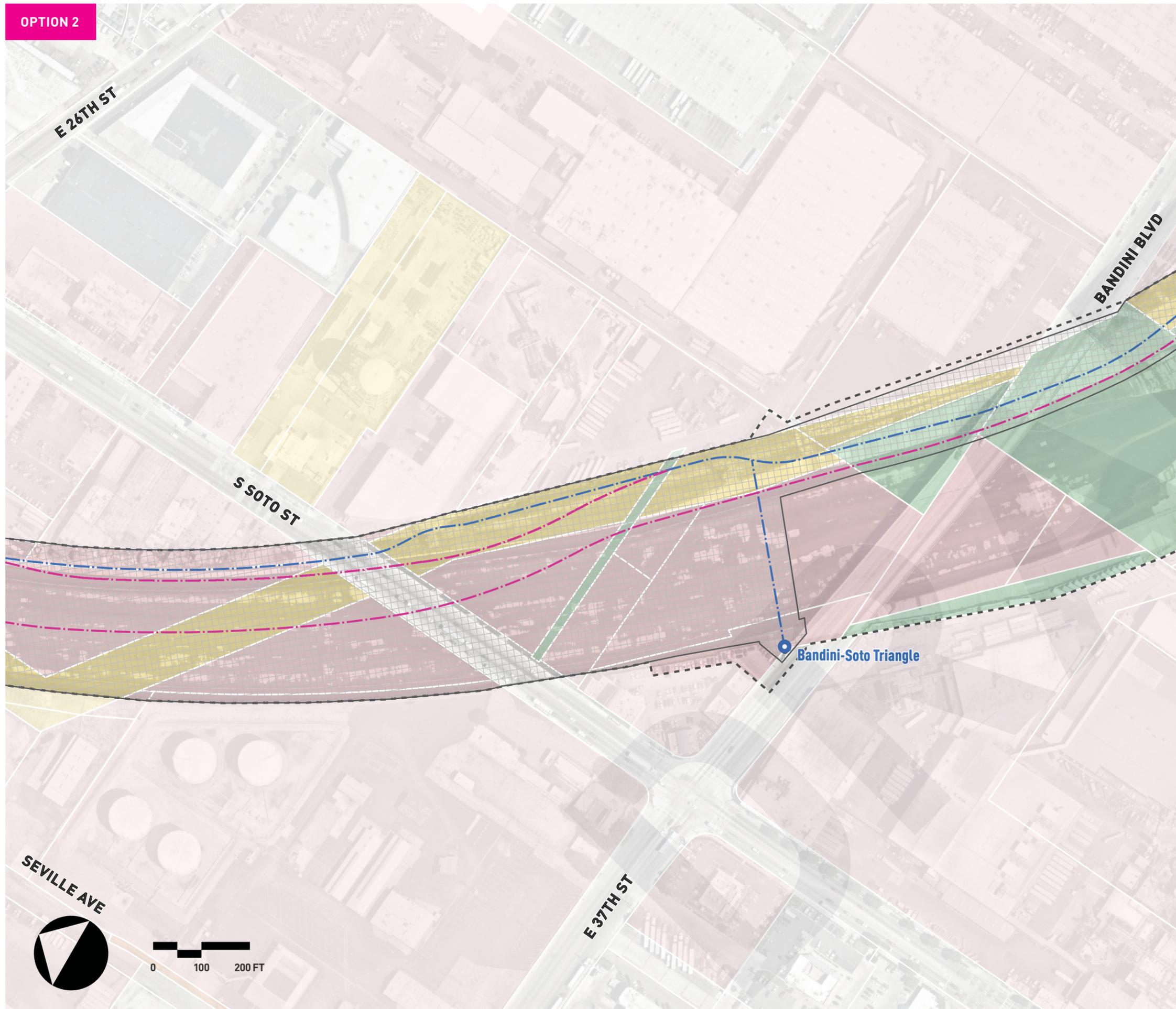
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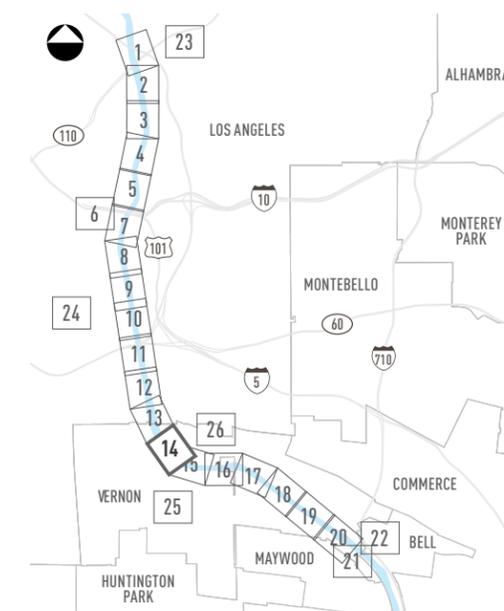




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KEY MAP



SEVILLE AVE



E 37TH ST

BANDINI BLVD

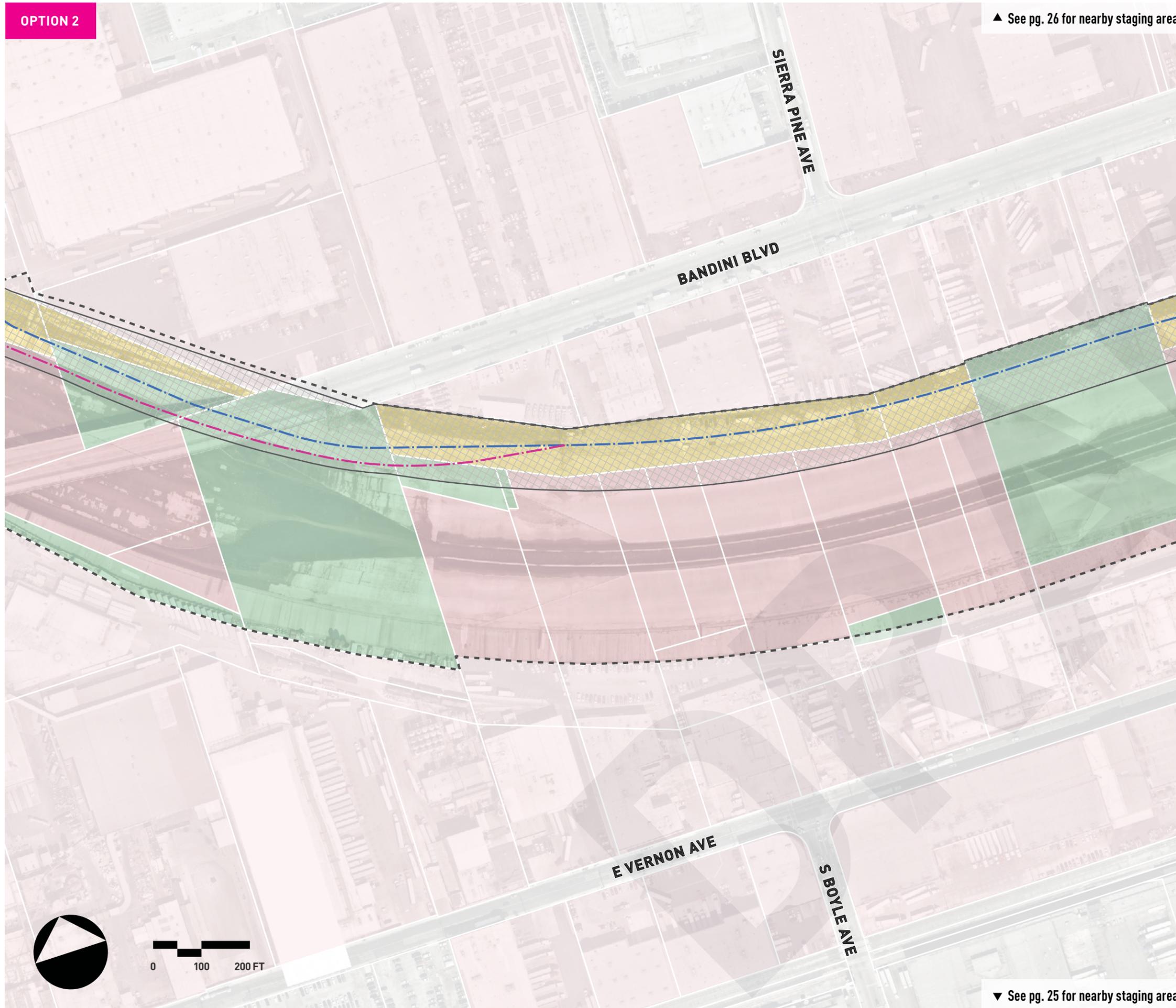
Bandini-Soto Triangle

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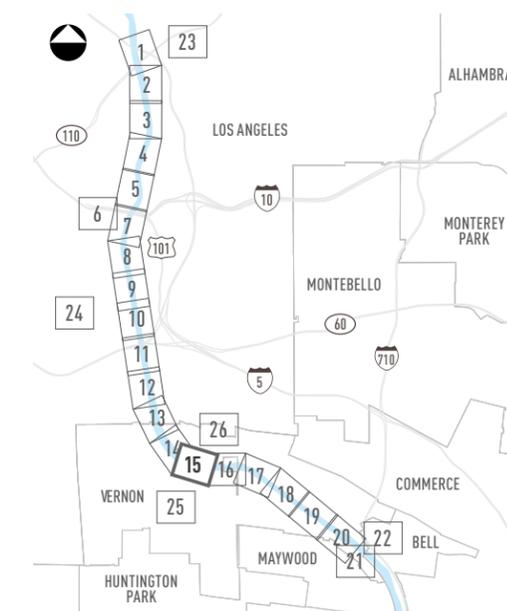


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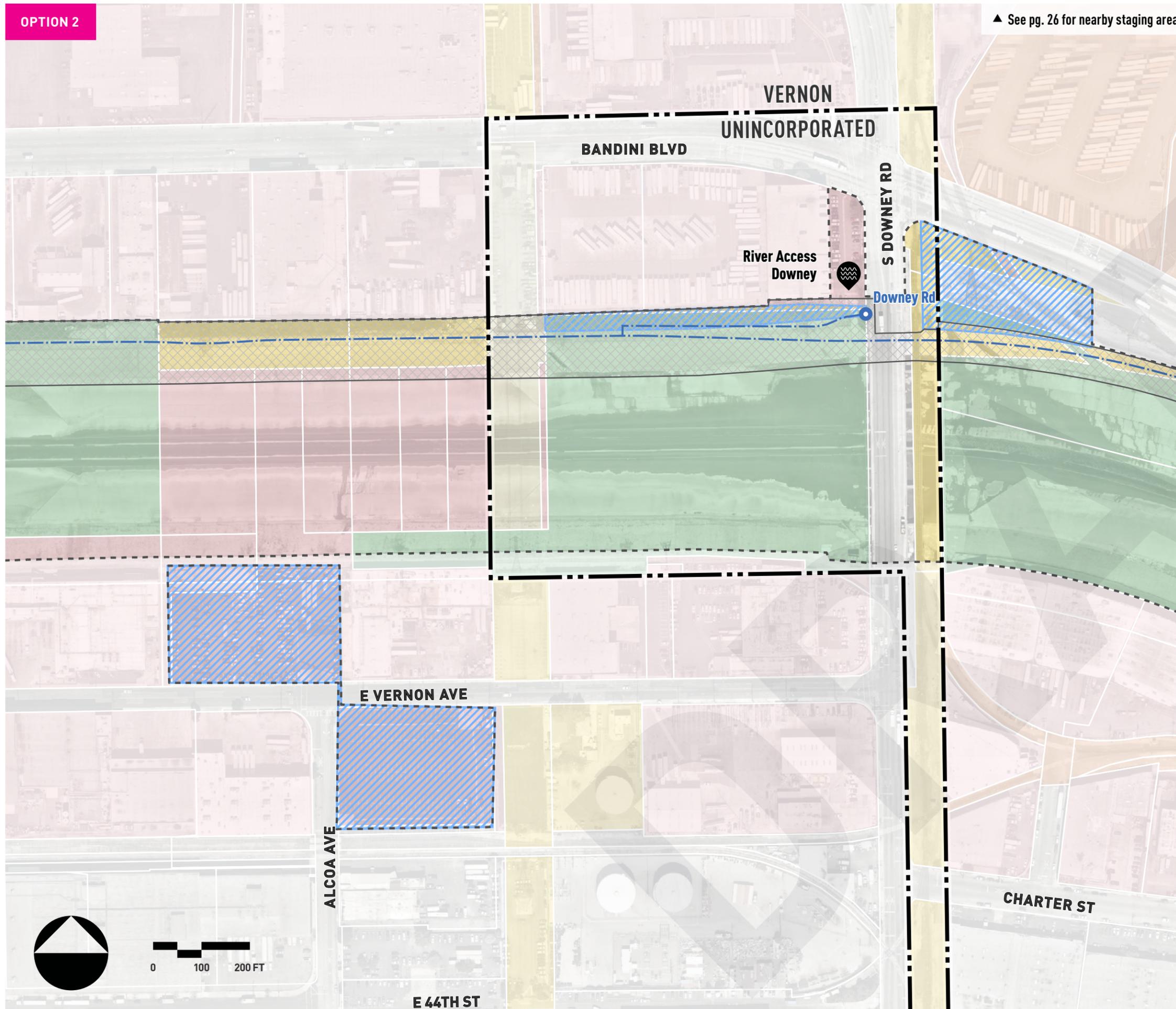


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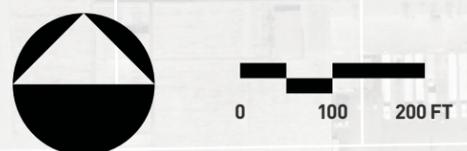
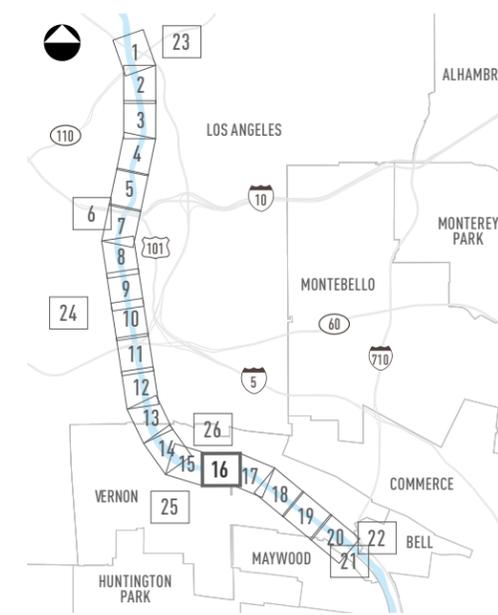




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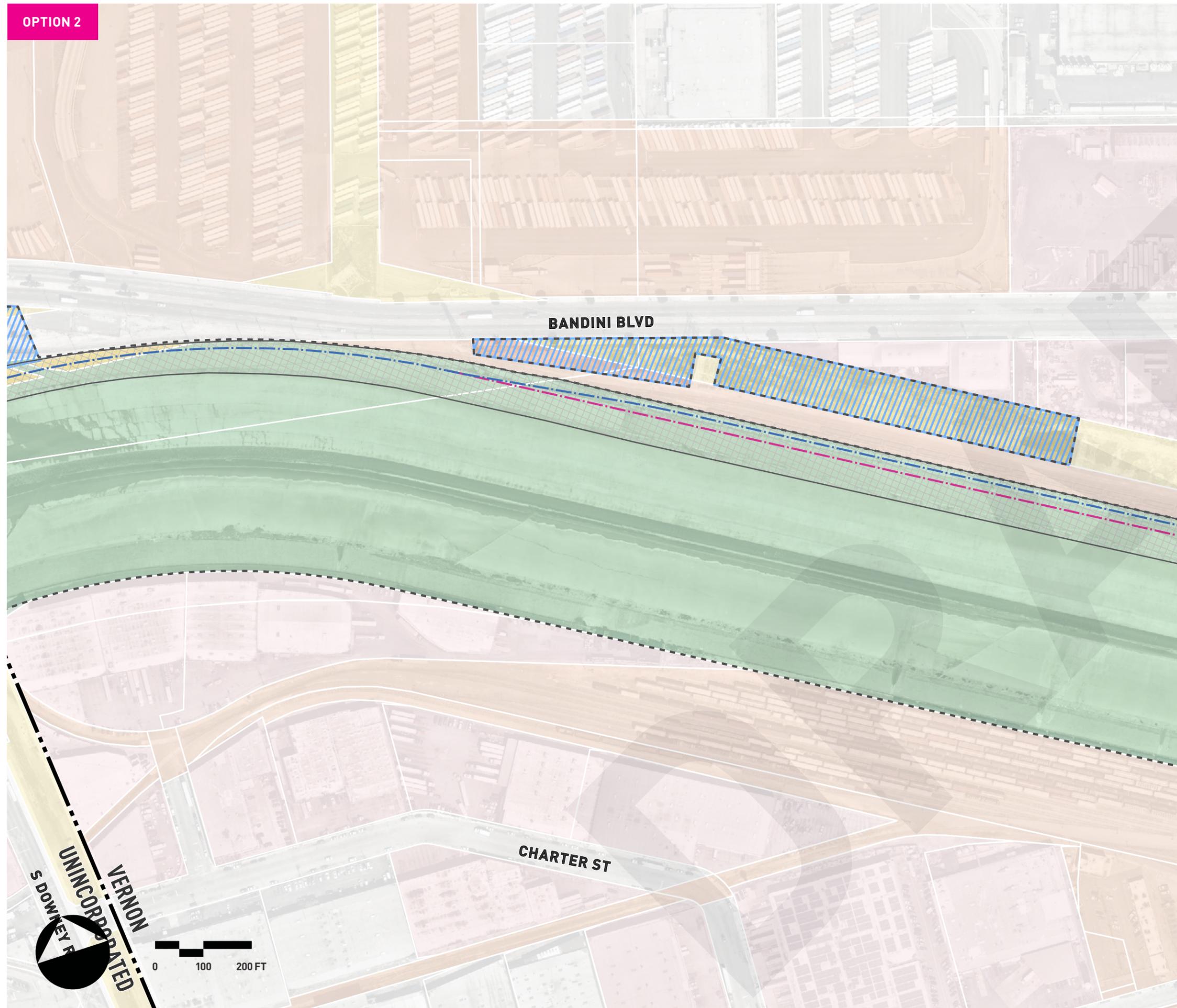


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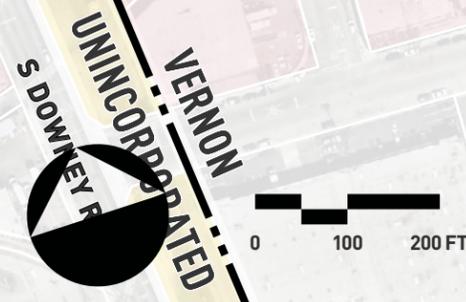
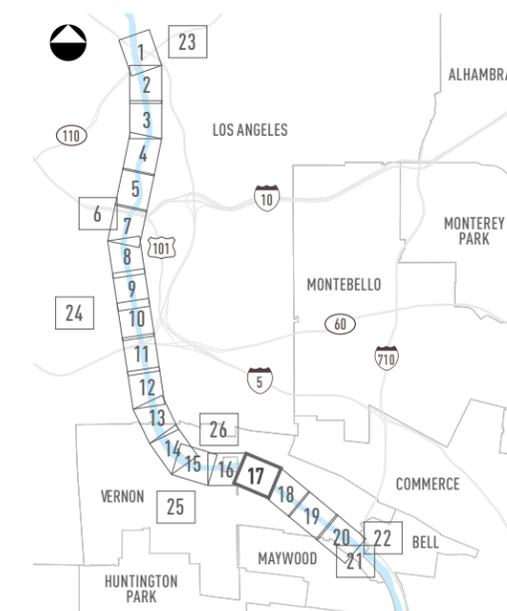


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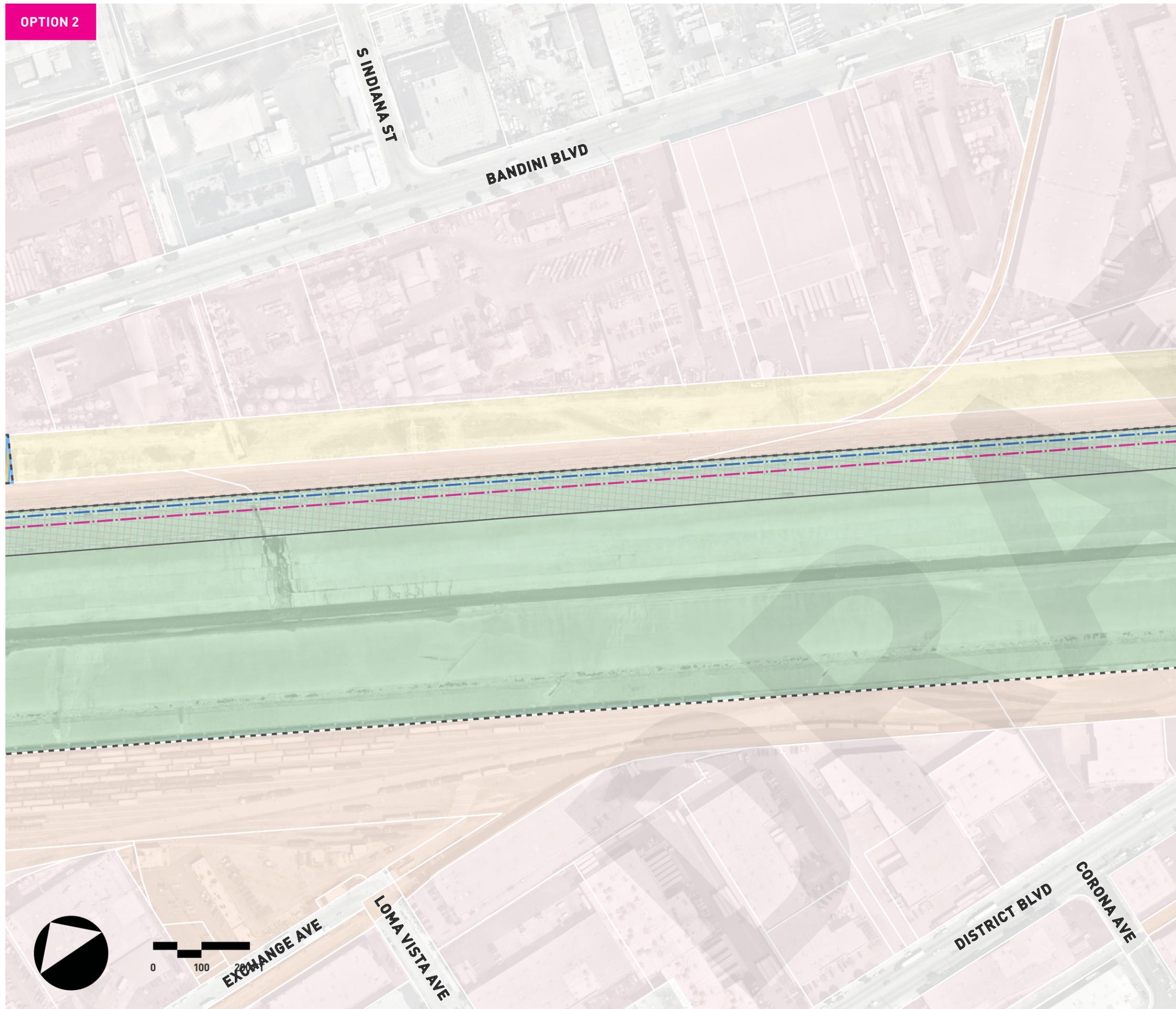


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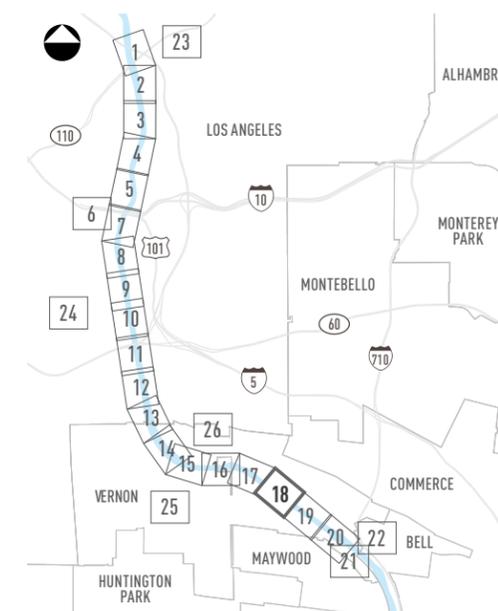




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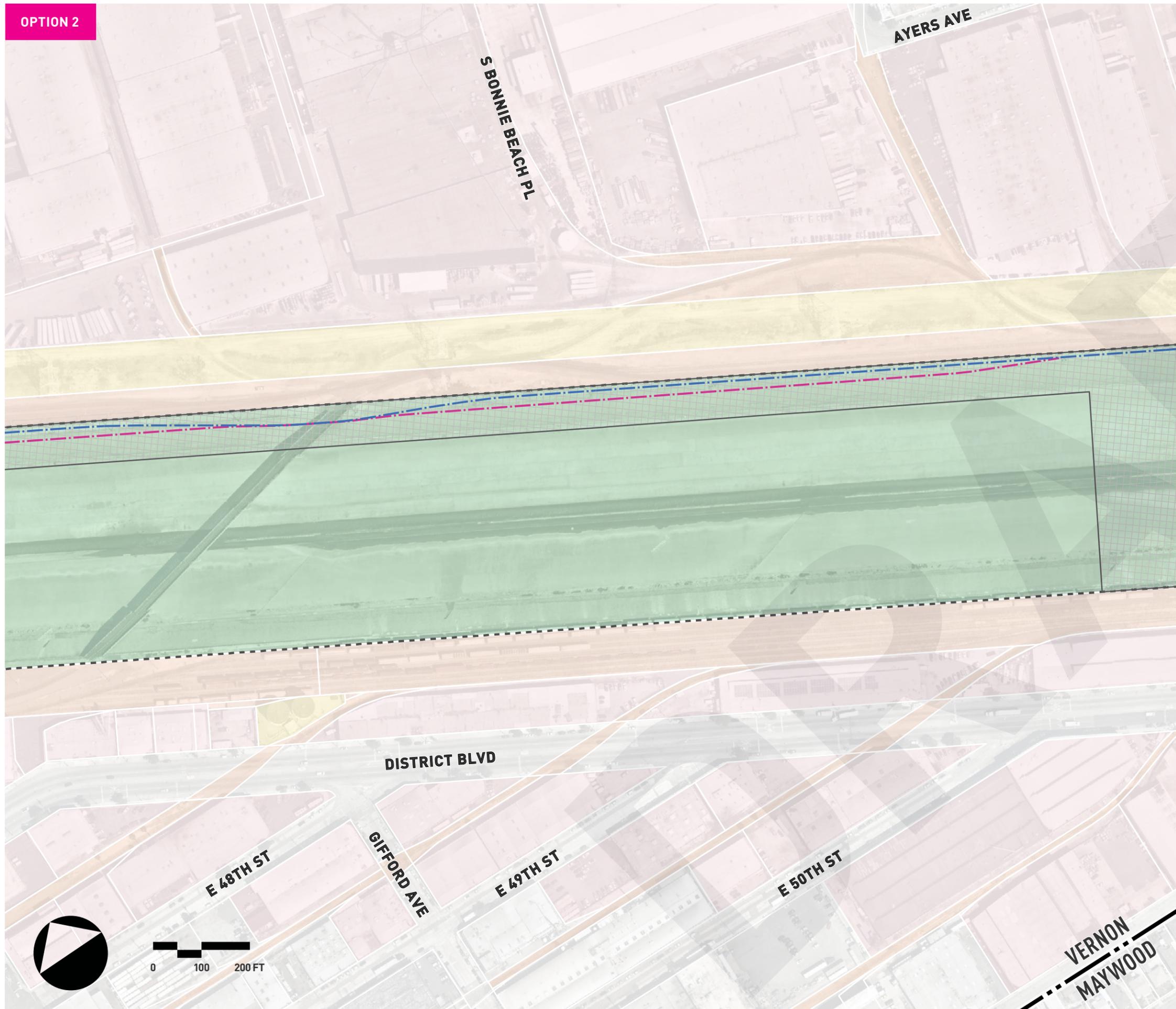
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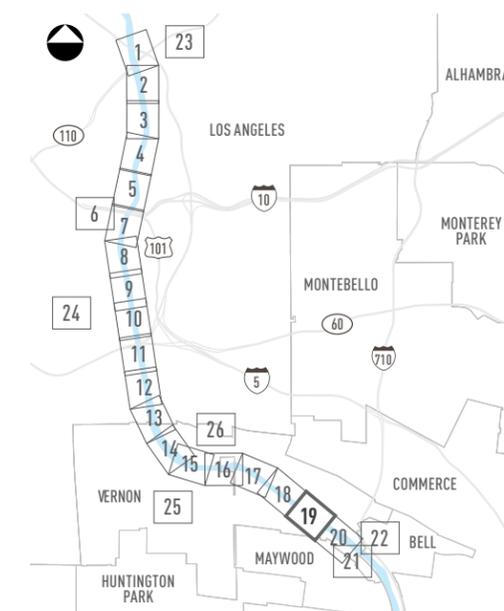




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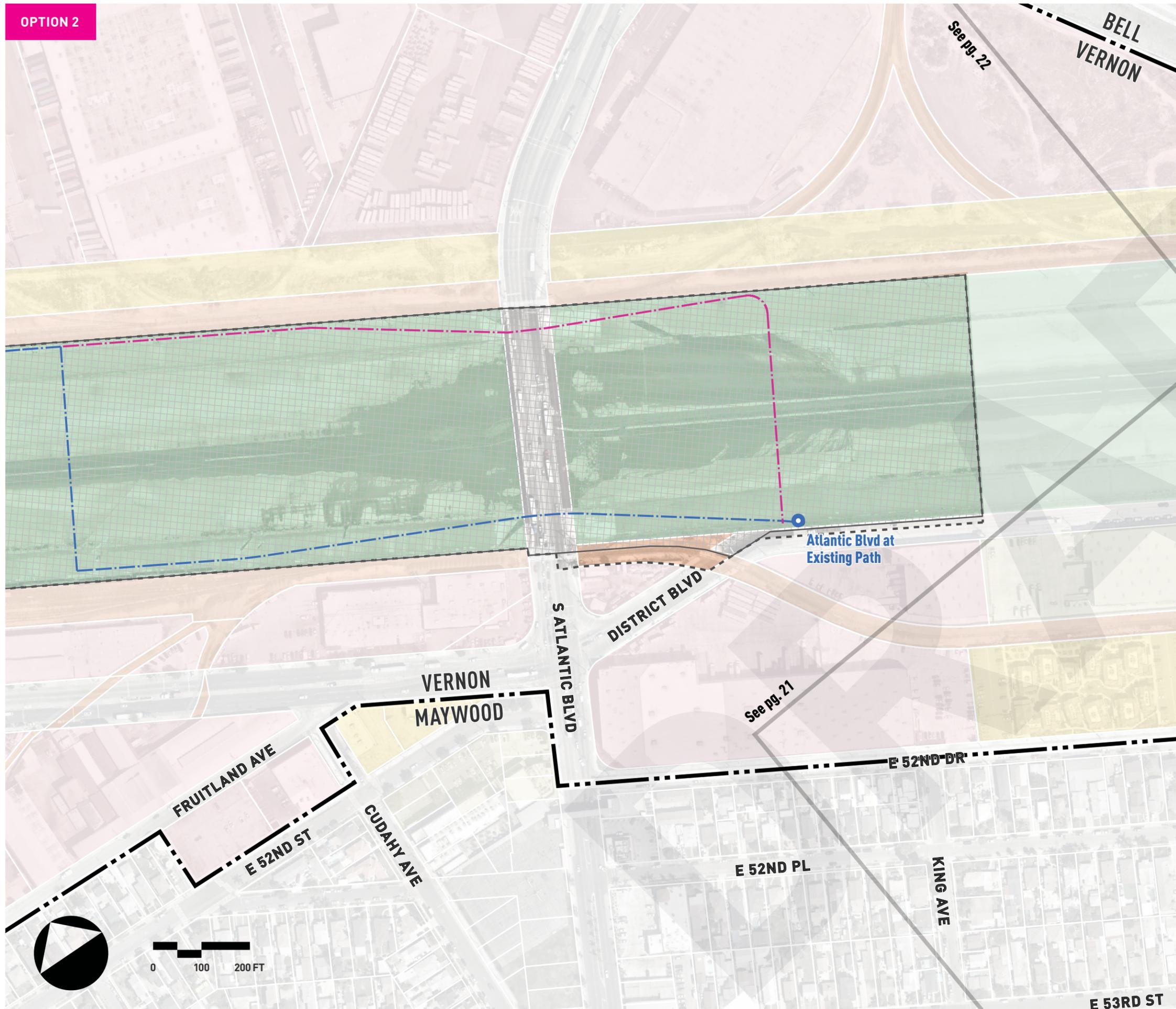
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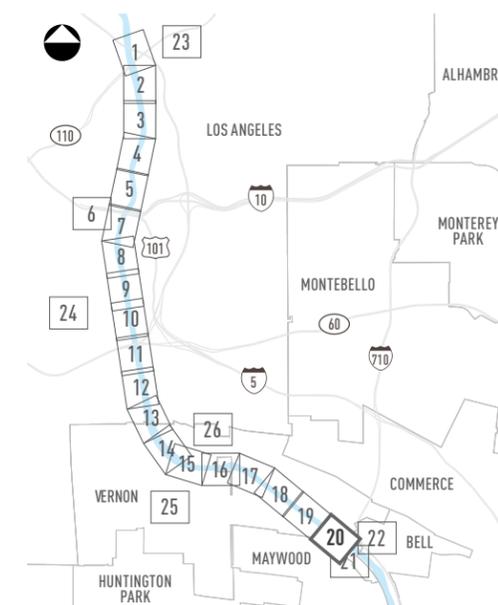




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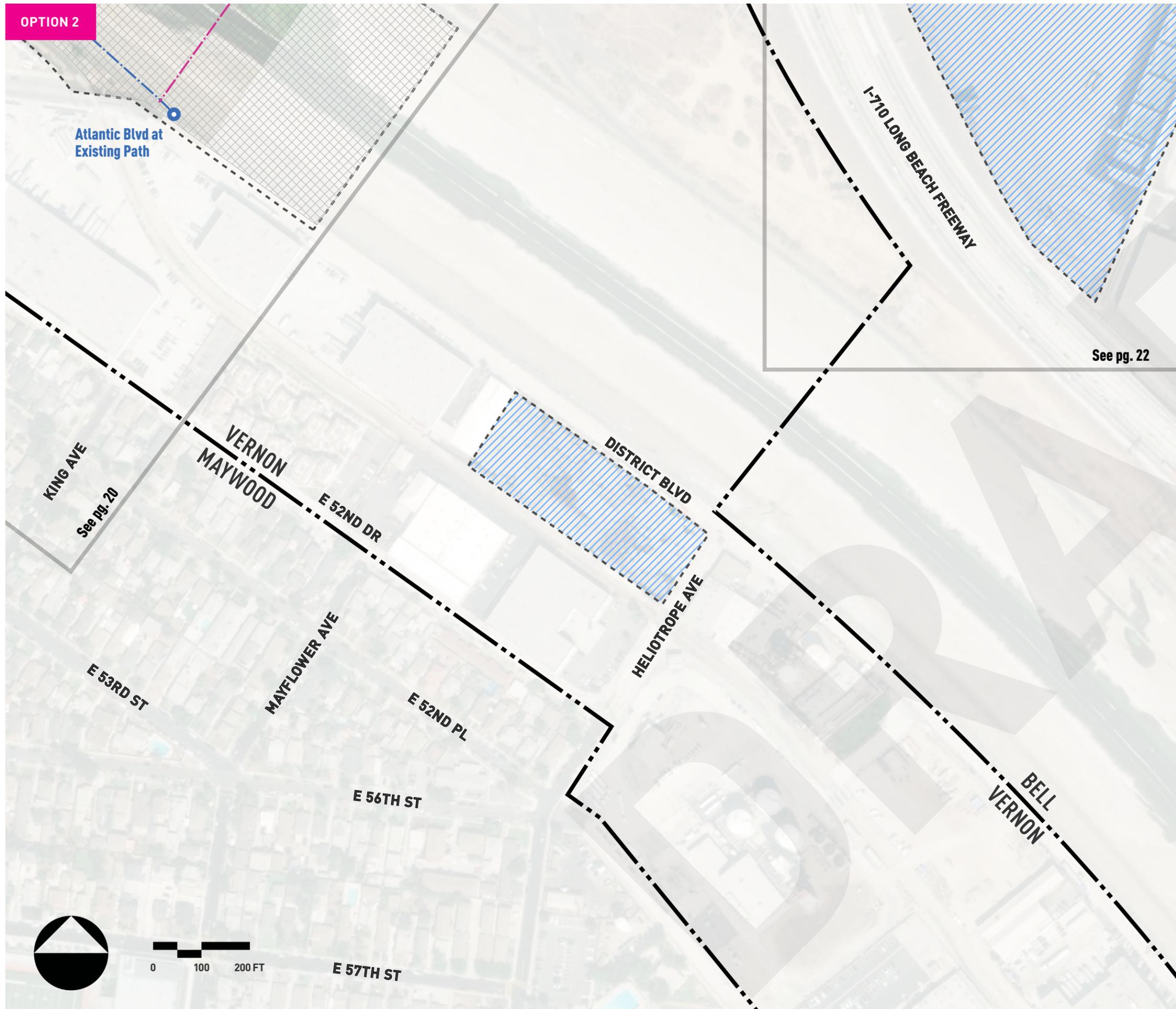
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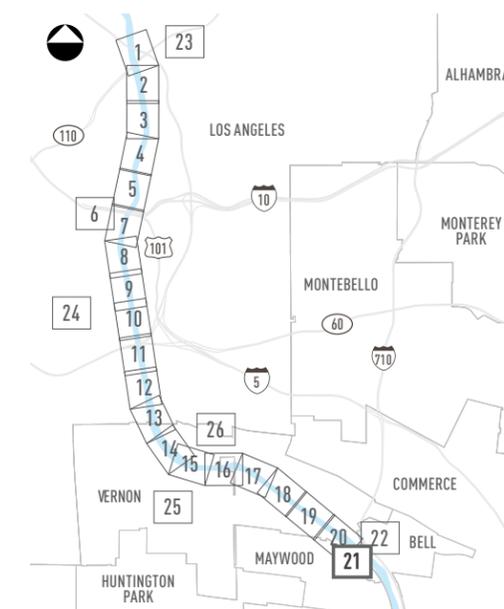


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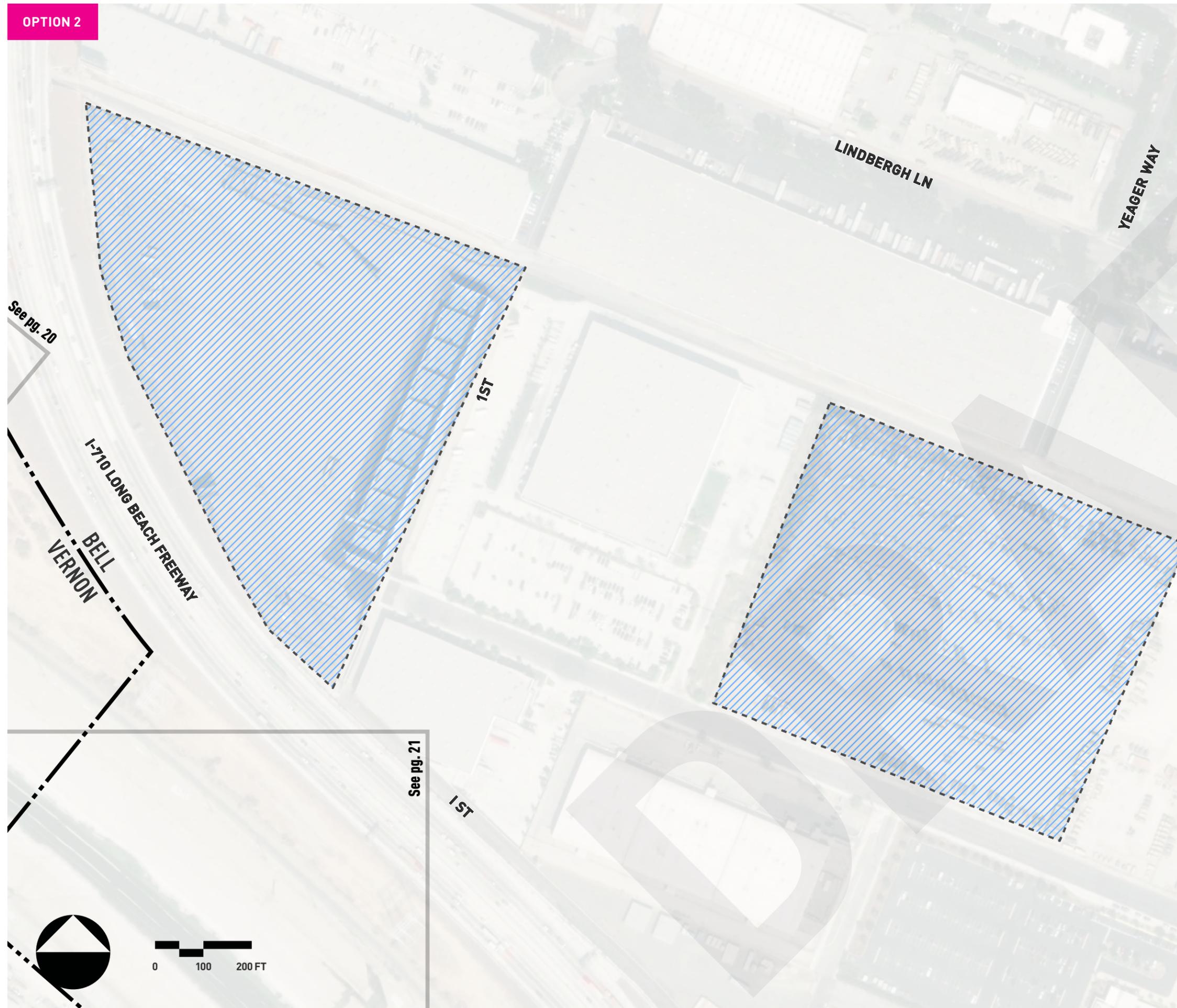


21

MAP 21 OF 26  
OPTION 2

LEGEND | OPTION 2

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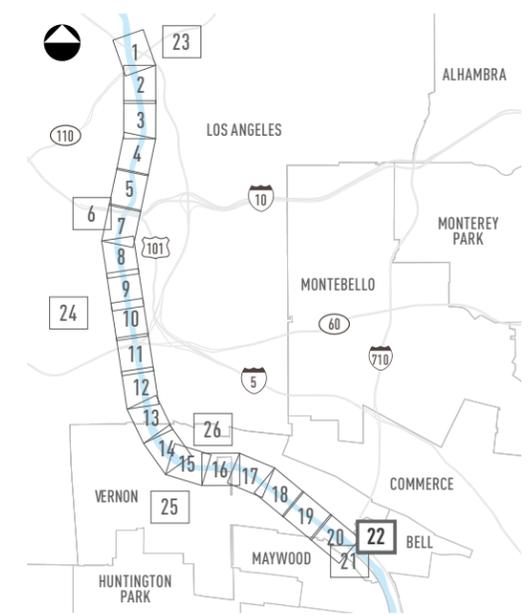


See pg. 20

See pg. 21



KEY MAP



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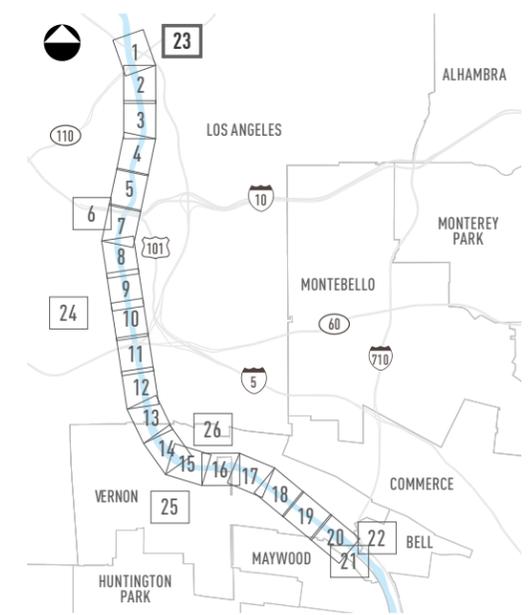


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KEY MAP



See pg. 1

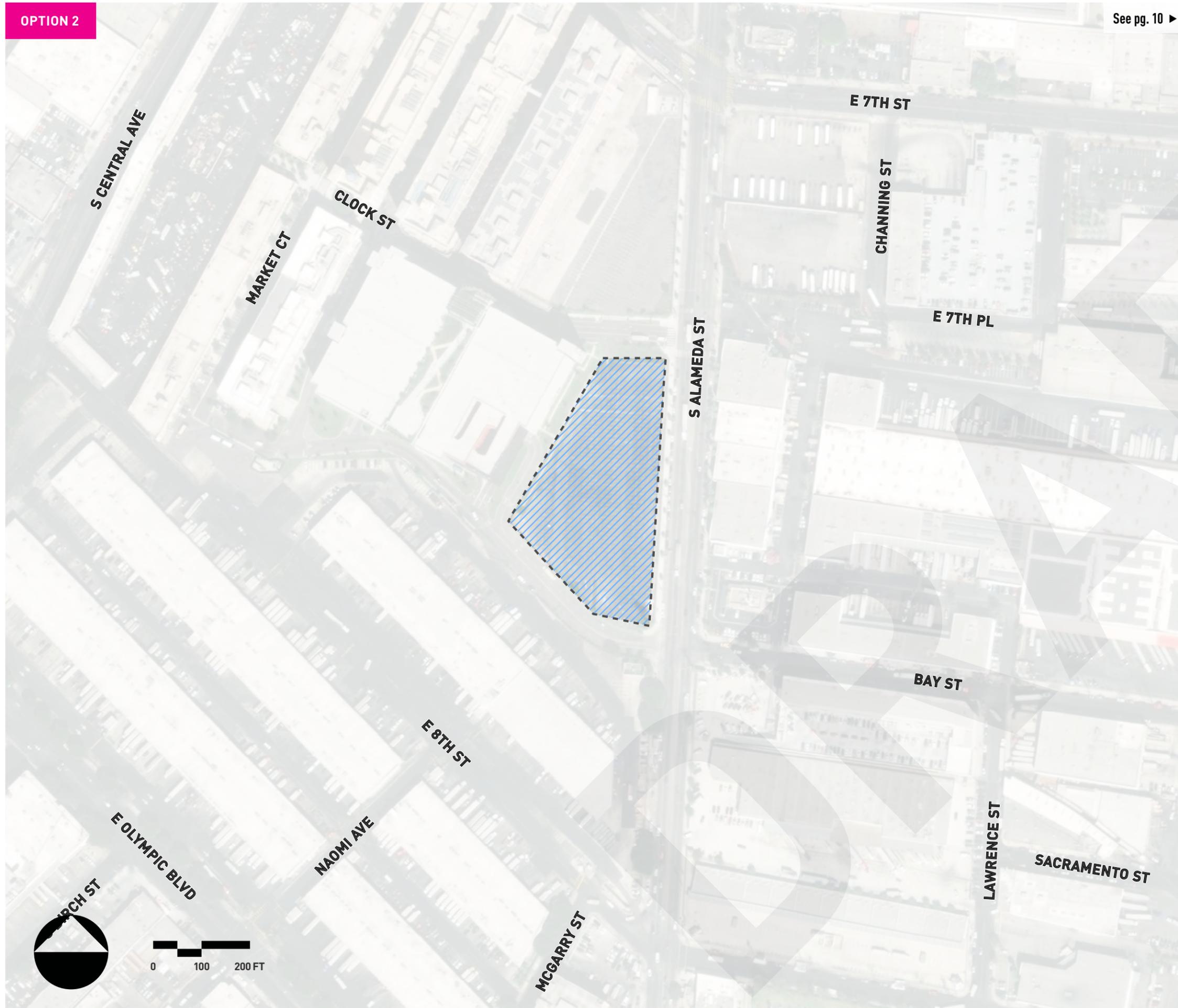


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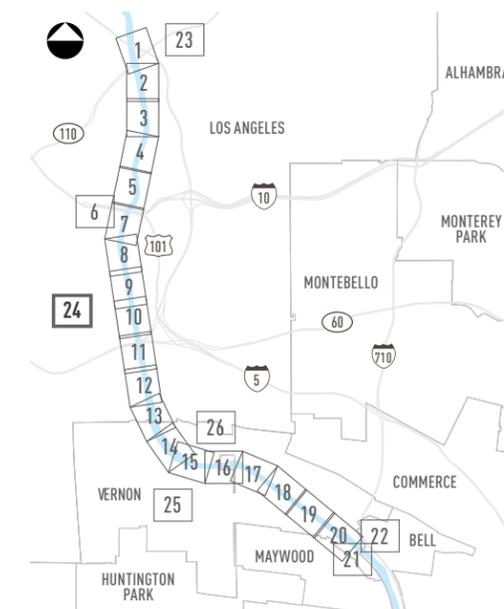


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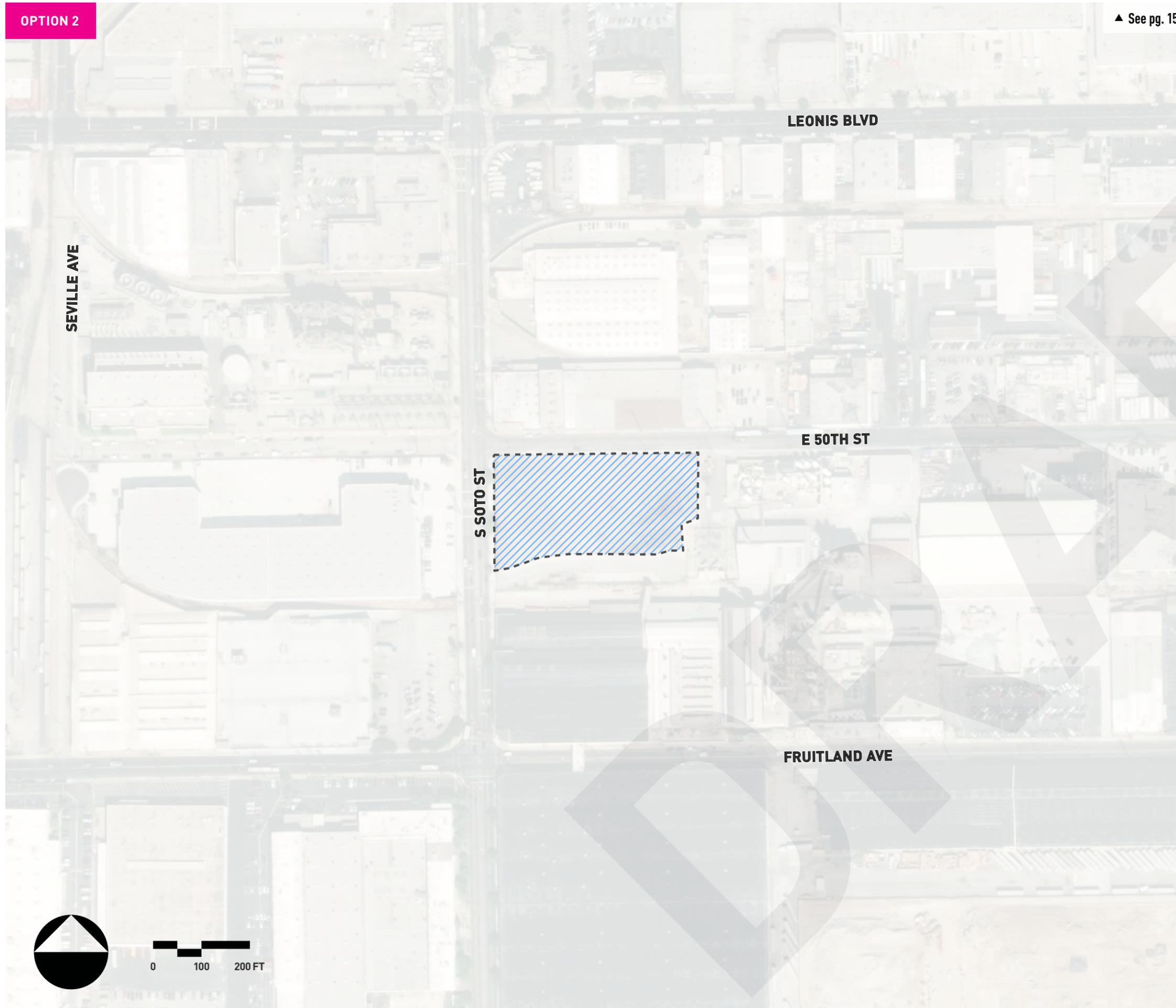


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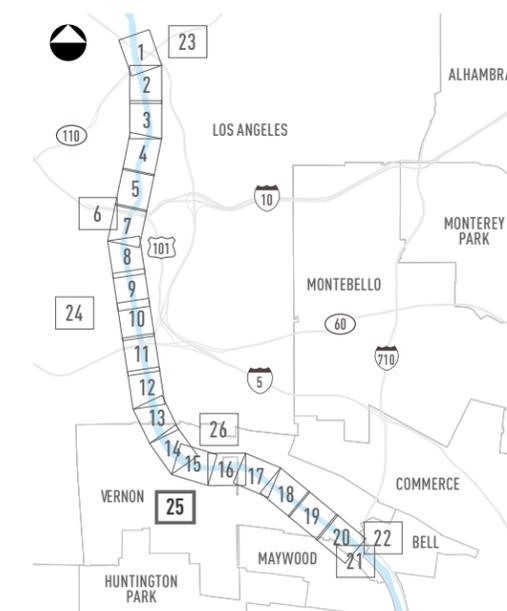


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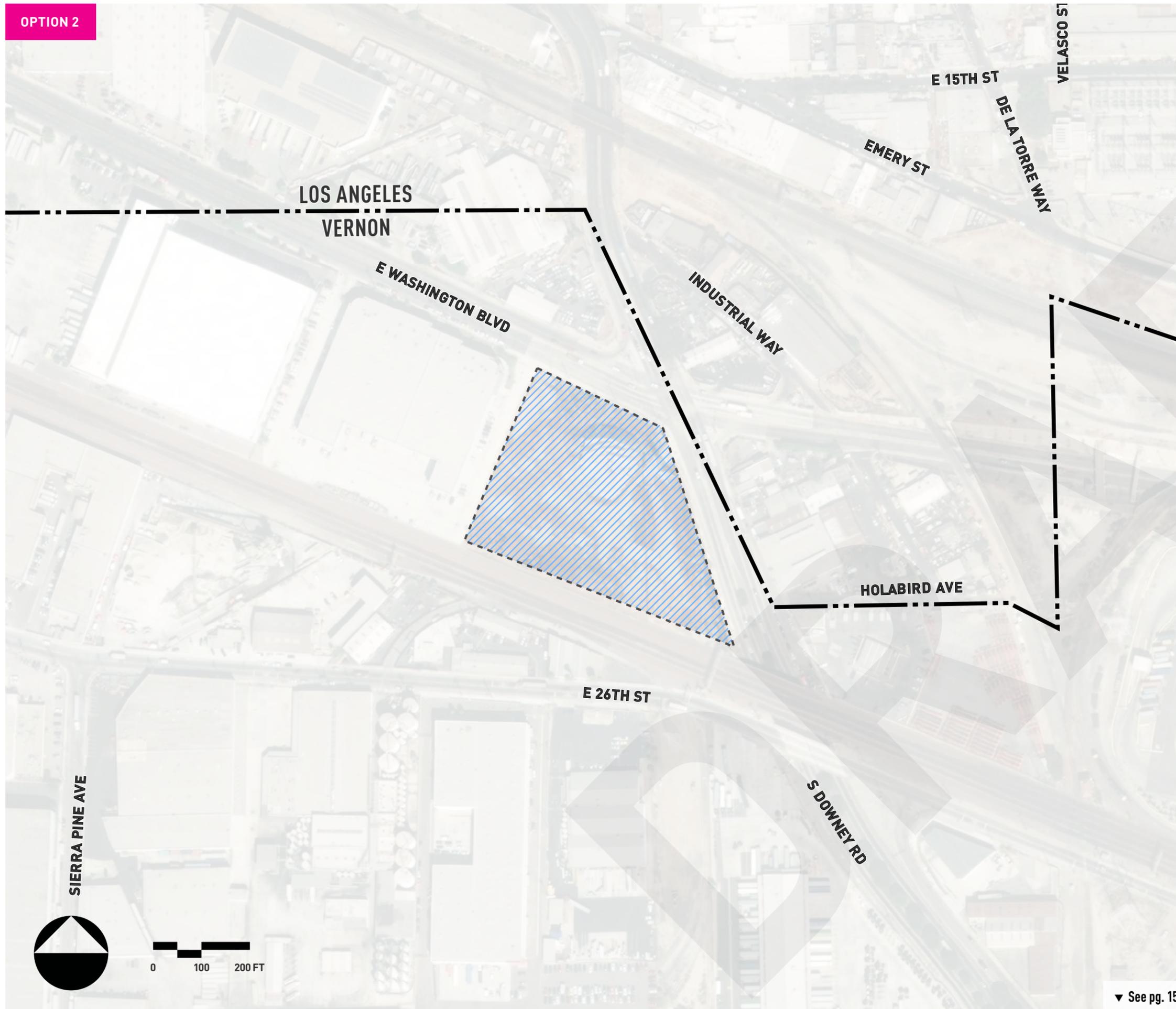


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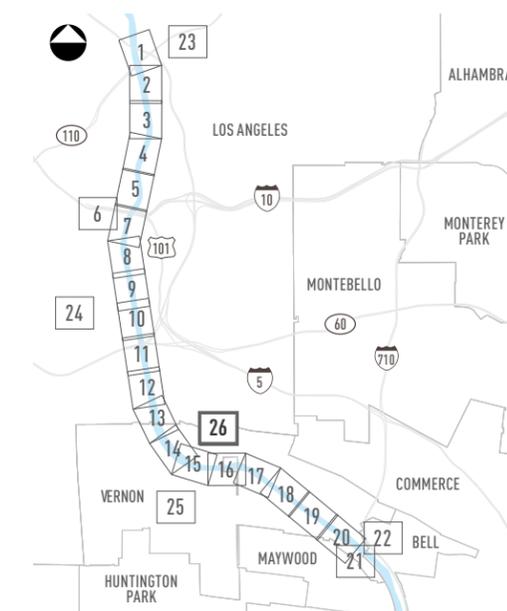




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KEY MAP



▼ See pg. 15

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