

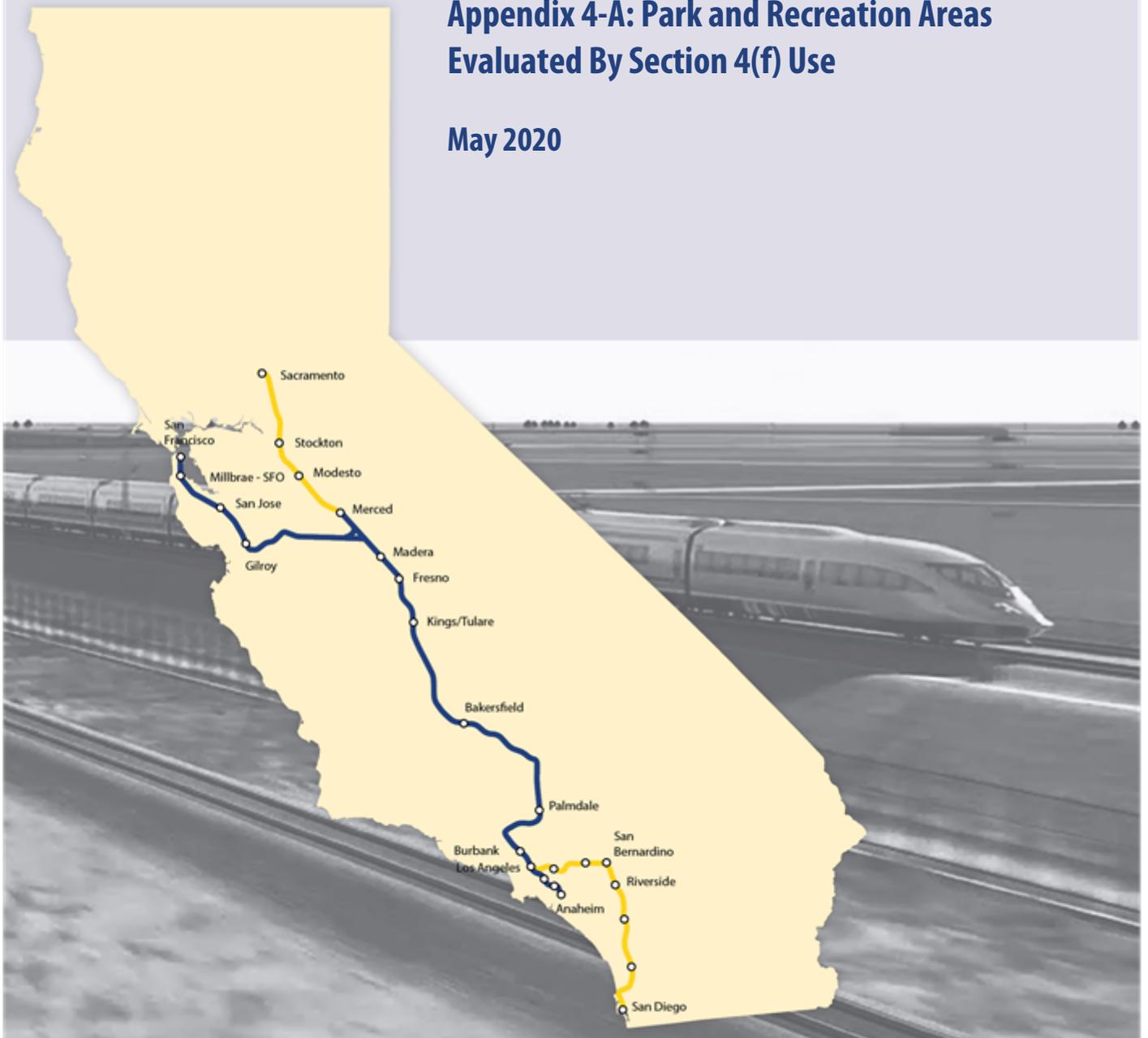
California High-Speed Rail Authority

Burbank to Los Angeles

Project Section

**Appendix 4-A: Park and Recreation Areas
Evaluated By Section 4(f) Use**

May 2020



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
B-1	San Fernando Bike Path (Planned Phase 3)	<p>Location: Burbank-Los Angeles City limit to Downtown Burbank Metrolink Station in the City of Burbank</p> <p>Size: Phases 1 and 2 have already been constructed and total 6 miles in length; Phase 3 is a planned portion of the bike path that includes a 4.28-mile portion in the City of Los Angeles, and a 2.93 mile portion in the City of Burbank. The planned Phase 3 portion of the San Fernando Bike Path in the City of Burbank is located inside the study area with potential to be affected by the project, and is therefore included in this analysis.</p> <p>Features: Class I (off-street) bike path</p> <p>Access: From Burbank-Los Angeles City limit to Downtown Metrolink Station in the City of Burbank (bicycle access)</p>	City of Burbank Parks and Recreation and Community Development Departments	Once constructed, Phase 3 of the San Fernando Bike Path would be publicly owned and open to the public. The planned Phase 3 of the bike path in the City of Burbank has been formally designated in the City of Burbank Bicycle Master Plan (City of Burbank 2009).	0 feet (in the project footprint)	The project would require a permanent easement on a 0.28-mile portion of the resource, which would require that this portion of the planned Class I bike path be rerouted as a Class II bike lane, to the west of the Burbank Water Reclamation Plant, along North Lake Street. The affected portion of the planned Phase 3 of the San Fernando Bike Path is minor in size (approximately ¼ mile) in relation to the entire Phase 3 of the bike path (approximately 3 miles). Project implementation would still allow for the San Fernando Bike Path to connect to the Downtown Burbank Metrolink Station, which is being designed to accommodate the bike path. The project would also require a temporary construction easement on a 0.4-mile portion of this resource. The remaining portion of the bike path outside of the construction area would remain open for public use during construction. The project would not adversely affect the activities, features, or attributes that qualify the bike path for protection under Section 4(f). Therefore, the project would result in a <i>de minimis</i> impact on this resource (see Section 4.6.1).	<i>De Minimis</i> Impact
B-2	Chandler Bikeway (Existing and	Location: The existing bike path is located along West Chandler Boulevard between	City of Burbank Parks and Recreation, Community	Once constructed, the planned extension would be publicly owned and	Existing Bike Path: Approximately 1,265 feet	The project would require a temporary construction easement on a 0.16-mile portion of the proposed alignment for the planned bike path extension. The	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
	Planned Extension)	<p>North Clybourn Avenue and North Mariposa Street. The planned extension of the bike path would connect at the eastern terminus on Mariposa Street to Downtown Burbank Metrolink Station.</p> <p>Size: A total of 2.68 miles in length (of which 1.98 miles are the existing bike path, and 0.7 mile is the planned extension)</p> <p>Features: Existing Class I (off-street) bike path with planned extension</p> <p>Access: From North Clybourn Avenue to North Mariposa Street for the existing bike path (bicycle access) and from North Mariposa Street to Downtown Burbank Metrolink Station for the planned extension (bicycle access)</p>	Development, and Public Works Departments	open to the public. The planned extension has been formally designated in the City of Burbank Bicycle Master Plan (City of Burbank 2009).	Planned Extension: 0 feet (in the project footprint)	temporary construction easement would be required for temporary staging activities during the removal of existing industrial tracks adjacent to the Chandler Road Bike Path. The temporary construction easement would meet the five conditions under 23 C.F.R. 774.13(d), and would therefore not constitute a use (see Section 4.6.1).	
P-1	Robert E. Gross Park	<p>Location: 2800 West Empire Avenue in the City of Burbank</p> <p>Size: 4.87 acres</p>	City of Burbank Parks and Recreation Department	The resource is publicly owned and is open to the public.	9 feet	The project would require a subsurface (tunnel construction) easement area along West Empire Avenue and the adjacent sidewalk along the northern portion of the park. All of the project improvements and proposed work would be completed outside the	No Use

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		<p>Features: A lighted ball field, picnic tables, and a playground</p> <p>Access: From West Empire Avenue (pedestrian and vehicular access)</p>				resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the HSR Build Alternative would operate within a tunnel in this portion of the study area, any use of this resource would be avoided. No further analysis is required.	
P-2	Vickroy Park	<p>Location: 2300 W. Monterey Place, in the City of Burbank.</p> <p>Size: 1.47 acres.</p> <p>Features: A basketball court, horseshoe pit, outdoor table tennis, picnic tables, and a playground.</p> <p>Access: Along West Monterey Place (pedestrian and vehicular access)</p>	City of Burbank Parks and Recreation Department	The resource is publicly owned and is open to the public.	Approximately 940 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the resource is separated from the project footprint by multiple buildings and parking lots, the project would not result in indirect noise, visual, or access impacts (proximity impacts) that would substantially impair the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-3	Five Points Plaza	<p>Location: 1075 W. Burbank Boulevard, in the City of Burbank</p> <p>Size: 0.6 acre</p> <p>Features: A historic monument, benches, trees, shady areas</p> <p>Access: Along Victory Boulevard (pedestrian and vehicular access)</p>	City of Burbank Parks and Recreation Department	The resource is publicly owned and is open to the public.	Approximately 100 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the resource is separated from the project footprint by multiple buildings and parking lots, the project would not result in indirect noise, visual, or access impacts (proximity impacts) that would substantially impair the resource.	No Use

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						Therefore, no constructive use would result from the project. No further analysis is required.	
S-1	Providencia Elementary School	Location: 1919 North Ontario Street in the City of Burbank Size: 3.4 acres of recreational area Features: Basketball courts, a children's play area, and handball courts Access: From North Ontario Street and West Pacific Avenue (pedestrian access)	Burbank Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 250 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the resource is separated from the project footprint by multiple buildings and parking lots, the project would not result in indirect noise, visual, or access impacts (proximity impacts) that would substantially impair the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
S-2	Monterey High School/ Magnolia Park School	Location: 1915 Monterey Avenue in the City of Burbank Size: 0.75 acre of recreational area Features: Ball courts and open play areas Access: From North Lamer Street and North Parish Place (pedestrian access)	Burbank Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 210 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the HSR Build Alternative would operate within a tunnel in this portion of the study area, any use of this resource would be avoided. No further analysis is required.	No Use
B-3	Golden State Connector Bike Path (Under Construction)	Location: Adjacent to Interstate 5 (I-5) in the vicinity of Providencia Avenue in the City of Burbank Size: 0.33 mile in length	City of Burbank Parks and Recreation, Community Development, and Public	The resource is publicly owned and, and once constructed, will be open to the public.	0 feet (above the project footprint)	The project would require a temporary construction easement on 0.3 acre of land beneath the resource to construct at-grade HSR tracks within the existing railroad right-of-way and to relocate utilities along Flower Street. As of the	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		<p>Features: Existing pedestrian-bicycle bridge that crosses the railroad corridor adjacent to I-5. This bridge is being rebuilt in the vicinity of Verdugo Avenue as part of the freeway's high-occupancy vehicle lane construction project.</p> <p>Access: From South Flower Street and South Bonnywood Place (bicycle access)</p>	Works Departments			<p>date of this report, the original pedestrian-bike bridge has been demolished, but is currently under construction to be rebuilt as part of the Caltrans I-5 Improvement Project. If the bike path is completely rebuilt prior to HSR construction, the bike path would remain open during construction, and no access impacts would result from the project. Because all of the project improvements and proposed work would be completed beneath the bike path, the bike path would remain untouched by the project, and no direct impacts on the bike path would result from the project. Therefore, no use would result from the project (see Section 4.6.1).</p>	
B-4	Burbank Western Channel Bike Path (Planned Phase II)	<p>Location: Along Burbank-Western Flood Control Channel from West Alameda Avenue to the Downtown Burbank Metrolink Station in the City of Burbank</p> <p>Size: Phase I of the bike path is a 0.4-mile portion that has already been constructed outside the study area; Phase II is a 1-mile planned portion of the Class I bike path that is located inside the study area.</p>	City of Burbank Parks and Recreation and Community Development Departments	Once constructed, Phase II of the Burbank Western Channel Bike Path would be publicly owned and open to the public. The planned Phase II of the bike path has been formally designated in the City of Burbank Bicycle Master Plan (City of Burbank 2009).	0 feet (in the project footprint)	The project would require a temporary construction easement on an approximately 20-foot long portion of the planned Phase II of the bike path along Flower Street. The construction proposed in this area consists of relocating existing oil and fiber lines from the railroad corridor to underneath Flower Street. The temporary occupancy would meet the five conditions under 23 C.F.R. 774.13(d), and would therefore not constitute a use (see Section 4.6.1).	No Use

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		<p>Features: Class I (off-street) bike path</p> <p>Access: From West Alameda Avenue to the Downtown Burbank Metrolink Station</p>					
B-5	San Fernando Railroad Bike Path (Planned)	<p>Location: San Fernando Road from northern to southern City limits in the City of Glendale</p> <p>Size: 4.5 miles in length</p> <p>Features: Planned Class I (off-street) bike path along San Fernando Road (officially Metrolink Valley railroad corridor)</p> <p>Access: From Allen Avenue to Tyburn Street (bicycle)</p>	City of Glendale Community Development and Public Works Departments	Once constructed, the resource would be publicly owned and open to the public. The planned bike path has been formally designated in the City of Glendale Bicycle Transportation Plan (City of Glendale 2012).	0 feet (in the project footprint)	The project would require a permanent easement within the Metro-owned right-of-way, along the entire 4.5-mile planned bike path, to operate HSR trains in this area. As a result, the permanent easement needed for operation of the HSR Build Alternative would preclude the planned San Fernando Railroad Bike Path from being constructed if the bike path is not existing at the time of HSR construction. If the planned bike path is already existing at the time of HSR construction, the entire bike path would be permanently incorporated into the permanent easement area required for the HSR right-of-way. Therefore, the permanent easement on the land planned for the bike path would constitute a permanent use of the entire resource (see Section 4.6.1).	Permanent Use
B-6	Glendale Narrows Riverwalk (includes Glendale Narrows Riverwalk [bikeway])	<p>Location: Adjacent to the north bank of the Los Angeles River from Garden Street/Paula Avenue to Flower Street in the City of Glendale</p> <p>Size: 1 mile in length</p>	City of Glendale Community Development and Public Works Departments	The resource is publicly owned and is open to the public.	Approximately 900 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from	No Use

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		<p>Features: Class I (off-street) bike path</p> <p>Access: From Garden Street/Paula Avenue to Flower Street (bicycle access)</p>				<p>the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.</p>	
B-7	Los Angeles River Bike Path (Planned)	<p>Location: Along the west bank of the Los Angeles River, connecting approximately 7 miles from the north side of Griffith Park at Riverside Drive (at Zoo Drive) along the Los Angeles River to Figueroa Street in Elysian Valley in the City of Los Angeles (bike path is also referred to as the Los Angeles River Greenway Trail); an 8-mile extension is planned in Downtown Los Angeles</p> <p>Size: 7 miles in length for existing path, 8 miles in length for planned extension</p> <p>Features: Class I (off-street) bike path, with an equestrian trail running parallel to some portions of the bike path</p>	<p>City of Los Angeles Departments of Recreation and Parks and Public Works, County of Los Angeles Departments of Recreation and Parks and Public Works</p>	<p>The resource is publicly owned and is open to the public.</p>	0 feet (in the project footprint)	<p>The project overlaps with the planned extension options of the Los Angeles River Bike Path in several areas. The project may require permanent easements along the planned extension of the Los Angeles River Bike Path for project operation. The affected portions of the planned extension of the bike path appear to be minor in size in relation to the entire extension of the bike path, although exact acreages of impact were not generated because of the multiple alignment options for the path. The Authority would consult with the official with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. Portions of the planned extension of the Los Angeles River Bike Path may also be required for construction activities. Detours would be implemented during construction, in coordination with the official with jurisdiction over the bike path, so that access around the construction area would be maintained. The remaining portion of the bike path outside of the</p>	<i>De Minimis</i> Impact

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		Access: From Riverside Drive, Los Feliz Boulevard, Glendale Boulevard, Crystal Street, Marsh Street Nature Park, Elysian Valley Gateway Park, Dallas Street, Riverdale Avenue, Meadowvale, Avenue, Shoredale Avenue, Harwood Street, Gatewood Street, Steelhead Park, Egret Park, and Figueroa Street (bicycle access)				construction area would remain open for public use during construction. The project would not adversely affect the activities, features, or attributes that qualify the bike path for protection under Section 4(f). Therefore, the project would result in a <i>de minimis</i> impact on this resource (see Section 4.6.1).	
B-8	Verdugo Wash Bike Path (Planned)	Location: Verdugo Wash Channel that runs from north Glendale to the Los Angeles River in the City of Glendale Size: 7.8 miles in length Features: Proposed Class I (off-street) bike path Access: From San Fernando Road, Country Club Drive, Crescenta Park (bicycle access)	City of Glendale Community Development and Public Works Departments	Once constructed, the resource would be publicly owned and open to the public. The planned bike path has been formally designated in the City of Glendale Bicycle Transportation Plan (City of Glendale 2012).	0 feet (in the project footprint)	The project would require a temporary construction easement on 0.02 acre of land above the bike path on San Fernando Road, which crosses over the channel, for utility relocation. In addition, the existing railroad bridge west of San Fernando Road would be demolished, and a new, wider bridge would be built across the channel to accommodate HSR tracks. The new bridge is a clear-span bridge with no construction required inside the channel. Because all of the project improvements and proposed work would be completed above the bike path, the bike path would remain untouched by the project, and no direct impacts on the bike path would	No Use

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						result from the project. Therefore, no use would result from the project (see Section 4.6.1).	
P-4	Robert Ovrom Community Center and Park	<p>Location: 601 South San Fernando Road in the City of Burbank</p> <p>Size: 0.17 acres</p> <p>Features: Community rooms, assembly rooms available for rent, a kitchen, a children's play area, outdoor basketball courts, barbecue areas, picnic tables, and an open grass field</p> <p>Access: From East Providencia Avenue (pedestrian and vehicular access), and from South San Fernando Road and East Cedar Avenue (pedestrian access)</p>	City of Burbank Parks and Recreation Department	The resource is publicly owned and is open to the public.	Approximately 790 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-5	Griffith Manor Park	<p>Location: 1551 Flower Street in the City of Glendale</p> <p>Size: 2.9 acres</p> <p>Features: A community building that can be rented for special events, picnic areas, basketball courts, a children's play area,</p>	City of Glendale Community Services and Parks Department	The resource is publicly owned and is open to the public.	Approximately 240 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed approximately 244 feet or more from the park include the retained fill along the existing railroad right-of-way and the new Sonora Avenue grade separation. After project	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		open play fields, and walking paths Access: From Flower Street (pedestrian and vehicular access)				implementation, HSR trains would run approximately 500 feet northeast of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	
P-6	Pelanconi Park	Location: 1000 Grandview Avenue in the City of Glendale Size: 3.1 acres Features: Picnic tables, barbecue areas, basketball courts, a baseball field, and a children's play area Access: From Grandview Avenue (pedestrian access) and Cleveland Road (pedestrian and vehicular access)	City of Glendale Community Services and Parks Department	The resource is publicly owned and is open to the public.	Approximately 205 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because the resource is separated from the project by multiple buildings and roadways. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-7	Pacific Park and Community Center	Location: 501 South Pacific Avenue in the City of Glendale Size: 5.74 acres Features: Five meeting rooms, a gymnasium, a computer laboratory, recreation rooms with billiards, table tennis, ping pong, children's play area, a softball	City of Glendale Community Services and Parks Department	The resource is publicly owned and is open to the public.	Approximately 240 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed approximately 175 feet from the park include utility relocation along San Fernando Road and the new Goodwin Avenue Grade separation. After project implementation, HSR trains would run approximately 450 feet	No Use

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		field, outdoor basketball courts, barbecue areas, picnic tables, soccer field, tennis courts, and a six-lane swimming pool Access: From South Pacific Avenue (pedestrian access), and Riverdale Drive, and South Kenilworth Avenue (pedestrian and vehicular access)				west of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	
P-8	Cerritos Park	Location: 3690 San Fernando Road in the City of Glendale Size: 0.89 acre Features: An open play area, a children's play area, picnic tables, and walkways Access: From South Glendale Avenue (pedestrian and vehicular access), and from San Fernando Road and South Brand Boulevard (pedestrian access)	City of Glendale Community Services and Parks Department	The resource is publicly owned and is open to the public.	0 feet (adjacent to the project footprint)	All of the project improvements and proposed work would be completed outside of the park boundaries; therefore, no permanent use or temporary occupancy would result from the project. The project would require a temporary construction easement on the sidewalk adjacent to the park to relocate oil and fiber line utilities. During construction, directional boring on San Fernando Road would be conducted for the utility relocation. After project implementation, HSR trains would run approximately 0.2 mile west of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	No Use

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P-9	Juntos Family Park	Location: 3135 Drew Street in the City of Los Angeles Size: 1.64 acres Features: Children's play area, picnic benches, and open fields Access: From Chapman Street and Drew Street (pedestrian access)	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 680 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-10	Lewis MacAdams Riverfront Park (formerly Marsh Park) (includes Marsh Street Nature Park)	Location: 2999 Rosanna Street in the City of Los Angeles Size: 3.9 acres Features: A skate park, a nature park with a play meadow, nature trails, health and fitness stations, picnic shelter, and outdoor classrooms Access: From Rosanna Street (pedestrian access)	Mountains Recreation and Conservation Authority	The resource is publicly owned and is open to the public.	Approximately 830 feet (Marsh Street Nature Park: Approximately 600 feet)	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by the Los Angeles River, multiple buildings, and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-11	Elysian Valley Gateway Park	Location: 2914 Knox Avenue in the City of Los Angeles Size: 0.32 acre	Santa Monica Conservancy, Mountains Recreation and Conservation	The resource is publicly owned and is open to the public.	Approximately 580 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result	No Use

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		<p>Features: A lawn, picnic benches, and interpretive exhibits</p> <p>Access: From Knox Avenue (pedestrian access) and Los Angeles River Greenway Trail (bicycle access)</p>	<p>Authority, and the City of Los Angeles Department of Recreation and Parks</p>			<p>from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by the Los Angeles River and vacant land. Therefore, no constructive use would result from the project. No further analysis is required.</p>	
P-12	Taylor Yard G2 River Park (Planned)	<p>Location: 2850 Kerr Street, in the City of Los Angeles</p> <p>Size: 43.6 acres</p> <p>Features: Elevated walkways, trails, and bike paths, a one-acre dog park, an amphitheater, an access point for L.A. River kayaking, 8.2 acres for day camps, overnight camping, training exercise, nature programs, film screenings and music events, platforms for bird watching, picnicking, and access to the Los Angeles River</p> <p>Access: From Los Angeles River Greenway Trail (bicycle access), Rio de Los Angeles State</p>	<p>City of Los Angeles Department of Recreation and Parks</p>	<p>The resource is publicly owned and, once constructed, would be open to the public.</p>	<p>0 feet (adjacent to the project footprint)</p>	<p>All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. After project implementation, HSR trains would run adjacent to the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	No Use

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		Park (pedestrian access), and Via Molina (vehicular access)					
P-13	Rio de Los Angeles State Park	<p>Location: 1900 North San Fernando Road in the City of Los Angeles</p> <p>Size: 39.4 acres</p> <p>Features: A natural play area, soccer fields, running track, basketball courts, baseball fields, bike paths, tennis courts, picnic areas, amphitheater, hiking trails, and a community building</p> <p>Access: From North San Fernando Road (pedestrian and vehicular access)</p>	California Department of Parks and Recreation	The resource is publicly owned and is open to the public.	0 feet (in the project footprint)	<p>The project would require permanent improvements to 0.56 acre of land along the southern boundary of the park. Kerr Road would be lowered adjacent to the park, which would require grading of the existing vegetated slope within the park boundary. The affected portion of Rio de Los Angeles State Park is minor in size (0.56 acre) in relation to the entire the park (39.4 acres). Although permanent improvements would be completed within the official park boundary, these project elements would not alter the function of the park because the improvements would be completed outside of the park's fence line. The existing vegetated slope is adjacent to grass fields, but is not developed with any other recreational amenities. Therefore, no recreational resources would be affected by the project. The project would not adversely affect the activities, features, or attributes that qualify the bike path for protection under Section 4(f). Therefore, the project would result in a <i>de minimis</i> impact on this resource (see Section 4.6.1).</p>	<i>De Minimis</i> Impact
P-14	Steelhead Park	Location: On the corner of Oros Street	Santa Monica Conservancy,	The resource is publicly owned	Approximately 410 feet	All of the project improvements and proposed work would be completed	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		<p>and The Los Angeles River Greenway Trail in the City of Los Angeles</p> <p>Size: 0.2 acre</p> <p>Features: An outdoor amphitheater, lawn, picnic benches, and decorative exhibits</p> <p>Access: From Oros Street (pedestrian access) and Los Angeles River Greenway Trail (bicycle access)</p>	<p>Mountains Recreation and Conservation Authority, and City of Los Angeles Department of Recreation and Parks</p>	<p>and is open to the public.</p>		<p>outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by the Los Angeles River and vacant land. Therefore, no constructive use would result from the project. No further analysis is required.</p>	
P-15	Los Angeles River Center and Gardens	<p>Location: 570 West Avenue 26 in the City of Los Angeles</p> <p>Size: 6.69 acres</p> <p>Features: Decorative exhibits, a nature center, special event facility, walking trails, and picnic tables</p> <p>Access: Two entrances on West Avenue 26 (one is pedestrian access only and the other is pedestrian and vehicular access), and two entrances on North San Fernando Road (one is pedestrian access only)</p>	<p>Santa Monica Conservancy, Mountains Recreation and Conservation Authority, and City of Los Angeles Department of Recreation and Parks</p>	<p>The resource is publicly owned and is open to the public.</p>	<p>0 feet (adjacent to the project footprint)</p>	<p>All of the project improvements and proposed work would be completed outside of the park boundaries; therefore, no permanent use or temporary occupancy would result from the project. The project would require a temporary construction easement on the sidewalk adjacent to the park to relocate oil and fiber line utilities. After project implementation, HSR trains would run approximately 100 feet west of the recreation center. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		and the other is pedestrian and vehicular access)					
P-16	Oso Park	<p>Location: On the corner of Oros Street and Blake Avenue in the City of Los Angeles</p> <p>Size: 0.2 acre</p> <p>Features: An outdoor amphitheater, lawn, picnic benches, and decorative exhibits</p> <p>Access: From Oros Street, Blake Avenue, and Riverside Drive (pedestrian access)</p>	Santa Monica Conservancy, Mountains Recreation and Conservation Authority, and City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 540 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple residential buildings and the Los Angeles River. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-17	Egret Park	<p>Location: On the corner of Riverside Drive and North Arnold Street in the City of Los Angeles</p> <p>Size: 0.05 acre</p> <p>Features: View points of the river, native plantings, and interpretive displays</p> <p>Access: From Riverside Drive (pedestrian access) and Los Angeles River Greenway Trail (bicycle access)</p>	Santa Monica Conservancy, Mountains Recreation and Conservation Authority, and City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 330 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by the Los Angeles River and vacant land. Therefore, no constructive use would result from the project. No further analysis is required.	No Use

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P-18	Elysian Park	<p>Location: 929 Academy Road in the City of Los Angeles</p> <p>Size: 576 acres</p> <p>Features: Municipal park with various recreational and playground structures, assorted sports fields, an adaptive recreation center, the Chavez Ravine Arboretum, a community garden, hiking and equestrian trails, and the Portola Trail Historical Monument</p> <p>Access: From Stadium Way, Scott Avenue, Academy Road, Solano Canyon Drive, Park Row Drive, Grand View Drive, Elysian Park Drive, and Buena Vista Drive (pedestrian and vehicular access); Amador Street, Angels Point Road, Valley View Drive (pedestrian access)</p>	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	0 feet (adjacent to the project footprint)	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed adjacent to the park include the reconfiguration of the Metrolink Central Maintenance Facility. After project implementation, HSR trains would run adjacent to and east of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	No Use
B-9	ConnectUS Cycle Track (Planned)	<p>Location: Along Cesar E. Chavez Avenue from Grand Avenue to Pleasant Avenue.</p> <p>Along Pleasant</p>	Los Angeles County Metropolitan Transportation Authority	The resource is publicly owned and is open to the public.	0 feet (adjacent to the project footprint)	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		<p>Avenue from Cesar E. Chavez Avenue to Boyle Avenue/1st Street, in the City of Los Angeles</p> <p>Size: 1.76 miles in length</p> <p>Features: Public improvement plan identifying bike and pedestrian improvements to and from Los Angeles Union Station.</p> <p>Access: Surrounding roadways (bicycle access)</p>	(Metro) and City of Los Angeles Department of Transportation			<p>from the project. After project implementation, HSR trains would run adjacent to/intersect above or below the cycle track. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	
P-19	Confluence Park	<p>Location: At the intersections of North San Fernando Road, Figueroa Street, and I-5 in the City of Los Angeles.</p> <p>Size: 0.4 acres</p> <p>Features: Walking paths, a visitor center, a bicycle station, education displays, interpretive exhibits, multi-use trails, and seating areas</p> <p>Access: From North Figueroa Street and North San Fernando</p>	Santa Monica Conservancy, Mountains Recreation and Conservation Authority, and City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	0 feet (adjacent to the project footprint)	<p>All of the project improvements and proposed work would be completed outside of the park boundaries; therefore, no permanent use or temporary occupancy would result from the project. The project would require a temporary construction easement on the sidewalk adjacent to the park to relocate oil and fiber line utilities. After project implementation, HSR trains would run approximately 250 feet west of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		Road (pedestrian access)					
P-20	Ed P. Reyes Riverway	Location: 295 N Avenue 19, in the City of Los Angeles. Size: 1.0 acre Features: Walkways, open space greenways, information stations Access: North Avenue 18 and Humboldt Street (pedestrian and vehicular)	City of Los Angeles Bureau of Sanitation	The resource is publicly owned and is open to the public.	Approximately 330 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Because the resource is separated from the project footprint by multiple buildings and parking lots, the project would not result in indirect noise, visual, or access impacts (proximity impacts) that would substantially impair the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
R-1	Chevy Chase Recreation Center	Location: 4165 Chevy Chase Drive in the City of Los Angeles. Size: 2.44 acres Features: Basketball courts, a children's play area, handball courts, picnic tables, horseshoe pits, and a sports field, include meeting rooms, a gymnasium, weight room, and a television area Access: From Chevy Chase Drive (pedestrian and vehicular) and Alger Street and Bemis Street (pedestrian)	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 55 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed approximately 65 feet from the recreation center include adding electrified tracks to the existing railroad right-of-way and a new pedestrian undercrossing at Chevy Chase Drive. After project implementation, HSR trains would run approximately 200 feet east of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
						result from the project (see Section 4.6.1).	
R-2	Cypress Park and Recreation Center	<p>Location: 2630 Pepper Avenue in the City of Los Angeles</p> <p>Size: 3.5 acres</p> <p>Features: An auditorium, barbecue pits, a children's play area, a gymnasium, a weight room, picnic areas, basketball courts, volleyball courts, a multi-purpose sports field, and a performance stage</p> <p>Access: From Pepper Avenue (pedestrian access) and from West Avenue 27 (pedestrian and vehicular access)</p>	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	0 feet (adjacent to the project footprint)	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed adjacent to the resource include relocation of oil and fiber lines along San Fernando Road and reconfiguration of the Metrolink Central Maintenance Facility. After project implementation, HSR trains would run approximately 100 feet west of the recreation center. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	No Use
S-3	Thomas Edison Elementary School	<p>Location: 435 South Pacific Avenue in the City of Glendale</p> <p>Size: Approximately 1.5 acres of recreational area</p> <p>Features: A children's play area and outdoor basketball courts</p> <p>Access: From South Pacific Avenue, Vine Street, and South Kenilworth Avenue</p>	Glendale Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 600 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		(pedestrian and vehicular access)				result from the project. No further analysis is required.	
S-4	Cerritos Elementary School	Location: 120 East Cerritos Avenue in the City of Glendale Size: 4.02 acres Features: A children's play area, outdoor basketball courts, handball courts, and an open play field Access: From East Cerritos Avenue (pedestrian and vehicular)	Glendale Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 55 feet	All of the proposed for the project work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. During project construction, oil and fiber lines would be relocated along San Fernando Road in the public street right-of-way. After project implementation, HSR trains would run approximately 0.2 mile west of the school. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).	No Use
S-5	Atwater Avenue Elementary School	Location: 3271 Silver Lake Boulevard in the City of Los Angeles Size: 0.15 acre Features: A children's play area, outdoor basketball courts, handball courts, and an open playfield Access: From Perlita Avenue, Silver Lake Boulevard, and Atwater Avenue (pedestrian access)	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 850 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple residential buildings. Therefore, no constructive use would result from the project. No further analysis is required.	No Use

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S-6	Irving Middle School	<p>Location: 3010 Estara Avenue in the City of Los Angeles</p> <p>Size: 8.33 acres</p> <p>Features: Outdoor basketball courts, handball courts, a soccer field, track, and a gymnasium</p> <p>Access: From Estara Avenue (pedestrian and vehicular access), and Marguerite Street and West Avenue 32 (pedestrian access)</p>	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 880 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
S-7	Glassell Park Elementary School	<p>Location: 2211 West Avenue 30 in the City of Los Angeles.</p> <p>Size: 3.33 acres</p> <p>Features: A children's play area, outdoor basketball courts, and a softball field</p> <p>Access: From Cazador Street (pedestrian access)</p>	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 340 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
S-8	Sotomayor Learning Academies	<p>Location: 2050 North San Fernando Road in the City of Los Angeles</p> <p>Size: 23.4 acres</p> <p>Features: A football field, soccer field,</p>	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	0 feet (adjacent to the project footprint)	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would	No Use

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		<p>outdoor basketball courts, track, and a softball field</p> <p>Access: From North San Fernando Road (pedestrian access)</p>				<p>be constructed adjacent to the school include adding electrified tracks within the existing railroad right-of-way and relocating oil and fiber lines along San Fernando Road. After project implementation, HSR trains would run approximately 550 feet west of the school's recreational resources. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	
P-21	Los Angeles State Historic Park	<p>Location: 1245 North Spring Street in the City of Los Angeles</p> <p>Size: 32 acres</p> <p>Features: Bike trails, walking trails, and open lawn areas</p> <p>Access: From North Spring Street (pedestrian and vehicular access)</p>	California Department of Parks and Recreation, Angeles District	The resource is publicly owned and is open to the public.	Approximately 105 feet	<p>All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Project elements that would be constructed near this resource include the new Main Street grade separation. After project implementation, HSR trains would run adjacent to and north of the park. Indirect access, noise, or visual impacts (proximity impacts) would not substantially impair the activities, features, or attributes of the property. Therefore, no constructive use would result from the project (see Section 4.6.1).</p>	No Use
P-22	Albion Riverside Park	<p>Location: 1739 Albion Street in the City of Los Angeles</p>	City of Los Angeles Department of	The resource is publicly owned, and once constructed,	0 feet (in the project footprint)	The project would require a permanent easement on three localized areas within a 0.12-acre portion of land in the	<i>De Minimis</i> Impact

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		<p>Size: 6.2 acres</p> <p>Features: Bike paths, athletic fields, a community center, walking paths, picnic areas, water quality features, and open, natural areas</p> <p>Access: From South Avenue 17 (pedestrian and vehicular access)</p>	Recreation and Parks	will be open to the public.		<p>southern corner of the park. In this area, the permanent easement would be required to accommodate the pier walls necessary to support the new Main Street roadway bridge. The affected portion of Albion Riverside Park is minor in size (0.12 acre) in relation to the entire park (6.2 acres). The new bridge would be an elevated structure spanning over the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. Although the piers would be placed within the official park property boundary, this impact area would not alter the function of the park because the land required to support the new Main Street roadway bridge would be in the southern portion of the park where there are no recreational amenities. The land in this impact area currently functions as a paved area with an existing cell tower. Therefore, no recreational resources would be affected by the project. The project would not adversely affect the activities, features, or attributes that qualify the bike path for protection under Section 4(f). Therefore, the project would result in a <i>de minimis</i> impact on this resource (see Section 4.6.1).</p>	
P-23	Los Angeles Plaza Park	<p>Location: 125 Paseo de La Plaza in the City of Los Angeles</p> <p>Size: 1.01 acre</p>	City of Los Angeles Department of	The resource is publicly owned and is open to the public.	Approximately 120 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or	No Use

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		<p>Features: Grassy areas, trees which provide shady areas, benches, and a kiosk</p> <p>Access: North Los Angeles Street and North Alameda Street (pedestrian and vehicular access)</p>	Recreation and Parks			temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings. Therefore, no constructive use would result from the project. No further analysis is required.	
R-3	Downey Pool	<p>Location: 1775 Spring Street in the City of Los Angeles</p> <p>Size: 1.7 acres</p> <p>Features: An outdoor pool (admission fee)</p> <p>Access: North Spring Street (pedestrian and vehicular access)</p>	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 330 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by vacant land and the Los Angeles River. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
R-4	Downey Recreation Center	<p>Location: 1772 North Spring Street in the City of Los Angeles</p> <p>Size: 3.02 acres</p> <p>Features: An auditorium, lighted baseball diamond, children's play area, outdoor basketball court, multipurpose</p>	City of Los Angeles Department of Recreation and Parks	The resource is publicly owned and is open to the public.	Approximately 330 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by	No Use

Resource Number	Property Name	Description	Official(s) with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance From the Project Footprint	Description of Effect from HSR Build Alternative	Preliminary Section 4(f) Use Determination
		sports field, and picnic tables Access: South Avenue 17 and North Spring Street (pedestrian and vehicular access)				vacant land and the Los Angeles River. Therefore, no constructive use would result from the project. No further analysis is required.	
S-9	Albion Elementary School	Location: 322 South Avenue 18 in the City of Los Angeles Size: 3.6 acres Features: A children's play area, basketball courts, a softball field, and handball courts Access: From South Avenue 18 and Albion Street (pedestrian access)	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 390 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
S-10	PUC Milagro Charter School	Location: 1855 North Main Street, in the City of Los Angeles Size: 1.4 acres Features: A children's play area, basketball courts, and handball courts Access: From South Avenue 19 and North Main Street (pedestrian access)	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 230 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings. Therefore, no constructive use would result from the project. No further analysis is required.	No Use

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S-11	Ann Street Elementary School	<p>Location: 126 East Bloom Street in the City of Los Angeles</p> <p>Size: Approximately 0.5 acre of recreational area</p> <p>Features: Playground, ball courts, and paved play areas</p> <p>Access: From East Ann Street and North Main Street (pedestrian access)</p>	Los Angeles Unified School District	The resource is publicly owned, and the school's recreational areas are open to the public.	Approximately 590 feet	All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. Indirect access, noise, or visual impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by multiple buildings and parking lots. Therefore, no constructive use would result from the project. No further analysis is required.	No Use

Source: GPA Consulting, 2017.
C.F.R. = Code of Federal Regulations

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