

## 3.15 Parks, Recreation, and Open Space

### 3.15.1 Introduction

Section 3.15, Parks, Recreation, and Open Space, of the Burbank to Los Angeles Project Section Environmental Impact Report/Environmental Impact Statement (EIR/EIS) analyzes the potential impacts of the No Project Alternative and the High-Speed Rail (HSR) Build Alternative, and describes impact avoidance and minimization features (IAMF) that would avoid, minimize, or reduce these impacts. Where applicable, mitigation measures are proposed to further reduce, compensate for, or offset impacts of the HSR Build Alternative. Section 3.15 also defines the recreational resources within the region and describes the affected environment in the resource study areas (RSA).

Additional details on recreational resources are provided in the following appendix in Volume 2 of this EIR/EIS:

- Appendix 3.1-B, Regional and Local Policy Inventory

Ten other resource sections in this EIR/EIS provide additional information related to recreational resources:

- **Section 3.2, Transportation**—Construction and operations changes from the HSR Build Alternative on recreational resources associated with road closures
- **Section 3.3, Air Quality and Global Climate Change**—Construction and operations changes from the HSR Build Alternative on recreational resources related to dust and other air emissions
- **Section 3.4, Noise and Vibration**—Construction and operations changes from the HSR Build Alternative on recreational resources related to noise and vibration
- **Section 3.11, Safety and Security**—Construction and operations changes from the HSR Build Alternative related to the safety and security of recreational resources
- **Section 3.12, Socioeconomics and Communities**—Construction and operations changes from the HSR Build Alternative as a result of acquisition and displacement of recreational resources
- **Section 3.13, Station Planning, Land Use, and Development**—Construction and operation changes from the HSR Build Alternative related to changes in land use within and adjacent to recreational resources
- **Section 3.16, Aesthetics and Visual Quality**—Construction and operations changes from the HSR Build Alternative on the visual quality of recreational resources
- **Section 3.18, Regional Growth**—Construction and operations changes from the HSR Build Alternative that induce growth related to recreational resources.
- **Section 3.19, Cumulative Impacts**—Construction and operations changes from the HSR Build Alternative and other past, present, and reasonably foreseeable future projects on recreational resources
- **Chapter 4, Section 4(f) and Section 6(f) Evaluations**—Construction and operations changes from the HSR Build Alternative on parklands and recreational properties subject to U.S. Code Title 49, § 303, commonly referred to as Section 4(f), and Section 6(f) of Land and Water Conservation Fund Act of 1965, commonly referred to as Section 6(f)

#### *Parks, Recreation, and Open Space*

Parklands, recreational facilities, and open spaces are important community resources needing protection. Because of their importance to community vitality, impacts on recreational resources resulting from federally funded transportation projects are regulated. These regulations require the project to include a full evaluation to avoid potentially adverse impacts. If impacts are unavoidable, further planning must be completed to try to minimize harm (see Chapter 4, Section 4(f) and 6(f) Evaluation).

### 3.15.1.1 Definition of Resources

The following are definitions for the recreational resources analyzed in this Draft EIR/EIS:

- **Parks** refer to publicly owned properties set aside for recreational use by the public and maintained in a natural or landscaped state. A park is sometimes a large area of land with grass and trees, sports fields or courts, or play equipment, with accessory amenities like parking, water fountains, and restrooms, which are maintained for public use and enjoyment.
- **Recreation** is a pastime, diversion, exercise, or other activity affording relaxation and enjoyment. Areas used for recreation generally include the following: public parks and open spaces, including greenbelts, pedestrian and bicycle trails (but not bike lanes or routes), and playfields.
- **School District Play Areas** refer to land set aside for recreational use that is owned and operated by a school district, but that is available for public use during nonschool hours. School district play areas generally include play equipment, sports fields or courts, or open spaces.
- **Open Space** is any open piece of land that is undeveloped and accessible to the public. Open space is generally an area that is partially covered with grass, trees, shrubs, or other vegetation and does not contain buildings or other built structures.

### 3.15.2 Laws, Regulations, and Orders

This section describes the federal, state, and local laws, regulations, orders, and plans that are relevant to recreational resources.

#### 3.15.2.1 Federal

##### **Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545)**

On May 26, 1999, the Federal Railroad Administration (FRA) released *Procedures for Considering Environmental Impacts* (FRA 1999). These FRA procedures supplement the Council on Environmental Quality Regulations (Code of Federal Regulations Title 40, Part 1500 et seq.) and describe the FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S. Code 4321 et seq.). The FRA *Procedures for Considering Environmental Impacts* states that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on parks and recreational resources.

##### **Section 4(f) of the U.S. Department of Transportation Act (23 U.S. Code § 138 and 49 U.S. Code § 303)**

Section 4(f) of the U.S. Department of Transportation Act declares that "it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." It specifies that the Secretary of the Department of Transportation may approve a transportation program or project (other than any project for a park road or parkway under Section 204 of Title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if the agency makes a finding of *de minimis* impact or determines that (1) there is no prudent and feasible alternative to using that land, and (2) the program or project includes all possible planning to minimize harm to the Section 4(f) property resulting from the use.

In general, a *de minimis* impact is a minimal impact on a Section 4(f) resource that is not considered to be adverse to the statute’s preservationist purpose. For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination can be made after public notice and opportunity to comment where the Authority finds an impact that will not adversely affect the qualities or activities that give the property protection under Section 4(f) and where the Authority receives written concurrence in that finding from the official with jurisdiction over the resource.

**3.15.2.2 State**

**California Public Park Preservation Act (California Public Resources Code §§ 5400–5409)**

The California Public Park Preservation Act provides that a public agency that acquires public parkland for non-park use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland of comparable characteristics.

**3.15.2.3 Regional and Local**

Table 3.15-1 lists county and city general plans, goals, policies, and ordinances relevant to the HSR Build Alternative.

**Table 3.15-1 Regional and Local Plans and Policies**

Policy Title	Summary
<b>Southern California</b>	
SCAG 2008 Regional Comprehensive Plan	<ul style="list-style-type: none"> <li>▪ Open Space and Habitat—Natural Lands Goals: Ensure a sustainable ecology by protecting and enhancing the region’s open space infrastructure and mitigate growth and transportation related impacts on natural lands by:                             <ul style="list-style-type: none"> <li>– Conserving natural lands that are necessary to preserve the ecological function and value of the region’s ecosystems;</li> <li>– Conserving wildlife linkages as critical components of the region’s open space infrastructure;</li> <li>– Coordinating transportation and open space to reduce transportation impacts on natural lands</li> </ul> </li> <li>▪ Open Space and Habitat—Community Open Space Goals: Enhance the region’s parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by:                             <ul style="list-style-type: none"> <li>– Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities;</li> <li>– Improving existing community open space through urban forestry and other programs that provide environmental benefits.</li> </ul> </li> </ul>
SCAG Regional Transportation Plan/ Sustainable Communities Strategy 2016–2040 (2016)	<ul style="list-style-type: none"> <li>▪ Goal 2: Maximize mobility and accessibility for all people and goods in the region.</li> <li>▪ Goal 3: Ensure travel safety and reliability for all people and goods in the region.</li> <li>▪ Goal 4: Preserve and ensure a sustainable regional transportation system.</li> <li>▪ Goal 5: Maximize the productivity of our transportation system.</li> <li>▪ Performance Measure for Location Efficiency Outcome: Land consumption.                             <ul style="list-style-type: none"> <li>– Definition: Greenfield land consumed and refill land consumed.                                     <ul style="list-style-type: none"> <li>▪ Objective: Improvement (decrease over No Project Baseline).</li> </ul> </li> </ul> </li> <li>▪ Performance Measure for Safety and Health Outcome: Mode share of walking and bicycling.                             <ul style="list-style-type: none"> <li>– Definition: Mode share of walking and biking for work trips, non-work trips and all trips.                                     <ul style="list-style-type: none"> <li>▪ Objective: Improvement (increase) over No Project Baseline.</li> </ul> </li> </ul> </li> </ul>

Policy Title	Summary
<b>Los Angeles County</b>	
County of Los Angeles Bicycle Master Plan (2012)	<ul style="list-style-type: none"> <li>▪ Goal 1: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles. <ul style="list-style-type: none"> <li>– Policy 1.1: Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years. <ul style="list-style-type: none"> <li>▪ IA 1.1.1: Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destinations.</li> <li>▪ IA 1.1.3: Implement bikeways proposed in this Plan when reconstructing or widening existing streets.</li> <li>▪ IA 1.4.3: Ensure the provision of convenient and secure end of trip facilities at key destinations.</li> <li>▪ IA 2.1.3: Coordinate with the California Public Utilities Commission to consider impacts and safety mitigation measures when proposed bicycle facilities are adjacent to, near or over any railroad or rail transit right-of-way.</li> </ul> </li> <li>– Policy 2.4: Evaluate impacts on bicyclists when designing new or reconfiguring streets.</li> </ul> </li> </ul>
Los Angeles County General Plan (2015) Mobility Element	<ul style="list-style-type: none"> <li>▪ Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</li> <li>▪ Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.</li> <li>▪ Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.</li> </ul>
Los Angeles County General Plan (2015) Parks and Recreation Element	<ul style="list-style-type: none"> <li>▪ Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users. <ul style="list-style-type: none"> <li>– Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible.</li> <li>– Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities.</li> <li>– Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.</li> <li>– Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.</li> <li>– Policy P/R 3.2: For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.</li> <li>– Policy P/R 3.4: Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.</li> </ul> </li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.               <ul style="list-style-type: none"> <li>– Policy P/R 5.1: Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.</li> <li>– Policy P/R 5.3: Protect and conserve natural resources on County park properties, including natural areas, sanctuaries, and open space preserves.</li> <li>– Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.</li> </ul> </li> </ul>
<p>Los Angeles County General Plan (2015) Conservation and Natural Resources Element</p>	<ul style="list-style-type: none"> <li>▪ Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces.</li> </ul>
<p>Los Angeles County Code of Ordinances</p>	<ul style="list-style-type: none"> <li>▪ Section 17.04.260: Permission to be within the limits of any park or park waters, as defined by this chapter, or to use any facilities, is conditioned on the person present in said park or park waters complying with all applicable provisions of this chapter or any other applicable laws, ordinances, rules, and regulations. A violation of any provision of this chapter or of any order, rule, or regulation authorized by this chapter, or of any other applicable law, ordinance, rule, or regulation shall result in the person so violating being a trespasser <i>ab initio</i>, whether in incorporated or unincorporated territory, and the Sheriff or Director may cause any such person to be removed from a park.</li> <li>▪ Section 17.04.300 Violation – Penalty: Any person who, within the incorporated or unincorporated territory of the County on park property owned, controlled, or managed by the County, violates any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas, is guilty of an infraction.</li> </ul>
<p><b>City of Burbank</b></p>	
<p>City of Burbank 2035 General Plan (2013)</p>	<ul style="list-style-type: none"> <li>▪ Policy 1.3: Coordinate the City’s open space program with regional parks, open space, and conservation plans.</li> <li>▪ Policy 2.2: Provide a community or neighborhood park within 1/2 mile of all Burbank residences.</li> <li>▪ Policy 2.3: Provide park and recreation facilities at a minimum level of 3 acres per 1,000 persons, with the goal of 5 acres per 1,000 persons.</li> <li>▪ Policy 3.6: Improve and maintain access to accommodate persons with disabilities at all parks.</li> <li>▪ Policy 3.7: Ensure that the public transit system connects parks and recreation facilities to the rest of the community.</li> <li>▪ Policy 4.5: Ensure that buildings, equipment, fields, and other recreation amenities are in full use and capable of accommodating changing program demands.</li> <li>▪ Policy 6.2: Protect the ecological integrity of open spaces and maintain and restore natural habitats and native plant communities.</li> <li>▪ Policy 6.3: Prohibit incompatible recreation activities that may damage open spaces or expose people to hazards.</li> </ul>

Policy Title	Summary
City of Burbank Bicycle Master Plan (2009)	<ul style="list-style-type: none"> <li>▪ Policy 1: Make bicycle travel an integral part of daily life in Burbank, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, making bicycling safer, and engaging the public in bicycling related issues and decisions.</li> <li>▪ Policy 2: Provide bicycle-friendly connections to transit centers, major employment centers, retail districts, and residential areas to make the overall road network more hospitable to bicycle travel.               <ul style="list-style-type: none"> <li>– Objective C: Maintain and improve the quality, operation, and integrity of the Burbank bikeway network and roadways regularly used by bicyclists.                   <ul style="list-style-type: none"> <li>▪ Objective C, Policy Actions 20: Coordinate roadway improvements to provide reasonable alternate routes if necessary and minimize disruption for cyclists. This includes maintaining bikeway access through construction zones or providing bikeway detours.</li> </ul> </li> <li>– Objective E: Encourage short-term and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multi-family housing, at schools and colleges, and at transit stations.</li> </ul> </li> </ul>
Burbank Center Plan (1997)	<ul style="list-style-type: none"> <li>▪ City Center Subarea. Therefore, a major emphasis should be placed on incorporated as many of the following as possible into future development projects within this subarea: Civic plaza/amphitheater, civic auditorium/performing arts center, and recreational space.</li> </ul>
<b>City of Glendale</b>	
City of Glendale Bicycle Transportation Plan (2012)	<ul style="list-style-type: none"> <li>▪ Goal 1: Create an environment where people of all ages can circulate safely and easily in a bicycle.               <ul style="list-style-type: none"> <li>– Policy 1: The City will develop a complete bikeway network throughout Glendale.</li> <li>– Policy 7: Implement this bicycle transportation plan within 20 years.</li> </ul> </li> </ul>
City of Glendale General Plan (1996) Circulation Element	<ul style="list-style-type: none"> <li>▪ Objective 3 (under Goal 2): Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system.</li> </ul>
City of Glendale General Plan (1996) Land Use Element	<ul style="list-style-type: none"> <li>▪ Community Facilities Goal 1: Promote the development of parks and other recreation facilities in accordance with the adopted plan.</li> </ul>
City of Glendale General Plan (1996) Open Space and Conservation Element	<ul style="list-style-type: none"> <li>▪ Policy I: Natural resources, including open spaces, biological habitats and native plant communities should be maintained and, where necessary, restored. Natural resources contribute to the quality of community life by improving the environment and providing visual character and identity for the city.</li> <li>▪ Policy 8: Important open space and conservation resources should be protected and preserved through acquisition, development agreements, easements, development exactions and other regulatory strategies. Ridgelines, canyon and stream areas and ecological habitats identified as significant must be protected in accordance with State law in order to meet the policies, goals and objectives of this element.</li> <li>▪ Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</li> <li>▪ Goal 9: Develop and integrate a trail system consistent with scenic roadway and bikeway plans as specified in the Circulation and Scenic Highways Element of the Comprehensive General Plan.</li> </ul>

Policy Title	Summary
City of Glendale General Plan (1996, amended 2006) Recreation Element	<ul style="list-style-type: none"> <li>▪ Objective 1: Incrementally expand the quantity and quality of recreational experiences for residents and visitors to the city of Glendale now and far into the future.                             <ul style="list-style-type: none"> <li>– Objective 1, Policy 3: The City shall enhance and expand existing recreational facilities in response to community needs.</li> </ul> </li> <li>▪ Objective 3, Policy 1: The City shall ensure that buildings, equipment, fields and other facilities are in full service and capable of accommodating changing program demands.</li> <li>▪ Objective 4, Policy 2: The City shall develop improvements to parks, trails and bikeways for recreational applications.</li> <li>▪ Objective 7: The City shall provide access to all recreational facilities for all residents beginning immediately.                             <ul style="list-style-type: none"> <li>– Objective 7, Policy 1: The City shall correct inadequacies in accessibility or visibility.</li> <li>– Objective 7, Policy 3: The City shall provide access to all park facilities for persons with disabilities.</li> </ul> </li> </ul>
<b>City of Los Angeles</b>	
City of Los Angeles General Plan (2001) Open Space Element	<ul style="list-style-type: none"> <li>▪ Goal 1: To insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City.</li> </ul>
City of Los Angeles General Plan (2001) Public Recreation Plan	Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the city's ability to finance.
Adelante Eastside Redevelopment Project (1999, amended 2009)	<ul style="list-style-type: none"> <li>▪ General Objective 6: Promote the conservation of existing open space.</li> </ul>
Boyle Heights Community Plan (1998, amended 2016)	<ul style="list-style-type: none"> <li>▪ Recreation and Parks Facilities Objective 2: To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.</li> <li>▪ Recreation and Parks Facilities Policy 1: Preserve and improve the existing recreation and park facilities and park space.</li> <li>▪ Circulation Policy 4: That a bikeway system should be developed within the Community to permit safe bicycle use and to link residents to other bikeway systems which provide access to recreational facilities.</li> </ul>
Central City Community Plan (2003, amended 2016)	<ul style="list-style-type: none"> <li>▪ Policy 4.1.1: Review existing open space standards in order to expand the range of potential open space resources at the neighborhood and community levels.                             <ul style="list-style-type: none"> <li>– Policy 4.1.1, Program 1: Create or maintain public open space to serve as focal point in each of Downtown's neighborhoods and districts.</li> </ul> </li> </ul>
Los Angeles Civic Center Master Development Plan (2017)	<ul style="list-style-type: none"> <li>▪ Core Driver 2 – Connectivity: Bridging together people and places.</li> </ul>
Los Angeles River Revitalization Master Plan (2007)	<ul style="list-style-type: none"> <li>▪ Goal: Enable Safe Public Access</li> <li>▪ Goal: Create a Continuous River Greenway.</li> </ul>
Los Angeles River Ecosystem Restoration Project (2016)	<ul style="list-style-type: none"> <li>▪ Project Objective: Increase Recreation                             <ul style="list-style-type: none"> <li>– Increased linkage with regional recreational trails</li> <li>– Improved overall recreation experience compatible with restored environment</li> </ul> </li> </ul>

Policy Title	Summary
Northeast Los Angeles Community Plan (1999)	<ul style="list-style-type: none"> <li>▪ Open Space Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.</li> <li>▪ Recreation and Park Facilities Goal 5: Adequate recreation and park facilities to meet the needs of the residents in the plan area.               <ul style="list-style-type: none"> <li>– Objective 5-1: To conserve, expand, maintain, and better utilize existing recreation and park facilities to address the recreational needs of the community.                   <ul style="list-style-type: none"> <li>▪ Policy 5-1.1: Preserve the exiting recreational facilities and park space.</li> </ul> </li> </ul> </li> <li>▪ Recreation and Park Facilities Policy 5-1.2: Increase accessibility to park land along the Arroyo Seco and potential parkland along the Los Angeles River.</li> <li>▪ Non-Motorized Transportation Goal 13: A system of safe, efficient and attractive pedestrian, bicycle and equestrian facilities.               <ul style="list-style-type: none"> <li>– Objective 13-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.</li> </ul> </li> </ul>
Silver Lake-Echo Park-Elysian Valley Community Plan (2004)	<ul style="list-style-type: none"> <li>▪ Recreation and Park Facilities Goal 4: Adequate recreation and park facilities which meet the needs of the residents in the plan area and create links to existing facilities to expand recreational opportunities citywide.               <ul style="list-style-type: none"> <li>– Objective 4-1: To conserve, maintain and better use existing recreation and park facilities.                   <ul style="list-style-type: none"> <li>▪ Policy 4-1.1: Preserve the existing recreational facilities and park space.</li> </ul> </li> </ul> </li> <li>▪ Open Space Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental and health needs of the community.               <ul style="list-style-type: none"> <li>– Objective 5-1: Preserve existing and develop new open space resources.</li> </ul> </li> </ul>
ConnectUS Action Plan (2015)	<ul style="list-style-type: none"> <li>▪ Objective 6: Improve access to open spaces, including the Los Angeles River, parks, plazas and public spaces in the study area.</li> </ul>

Sources: City of Burbank, 1997, 2009, 2013; City of Glendale, 1996, 1996 (amended 2006), 2012; City of Los Angeles, 1998 (amended 2016), 1999, 1999 (amended 2009), 2001, 2003 (amended 2016), 2004, 2015, 2017; Los Angeles County, 2012, 2015, 2017; SCAG, 2008, 2016  
SCAG = Southern California Association of Governments

### 3.15.3 Consistency with Plans and Laws

As indicated in Section 3.1, Introduction, California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations<sup>1</sup> require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws.

Several federal and state laws, listed in Section 3.15.2.1, Federal, and Section 3.15.2.2, Regional and Local, pertain to recreational resources. Pursuant to U.S. Code Title 23 Section 327, under the NEPA Assignment Memorandum of Understanding between FRA and the State of California, effective July 23, 2019, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects. The Authority, as the lead agency proposing to construct and operate the HSR system, is required to comply with all federal and state laws and regulations and to secure all applicable federal and state permits prior to initiating construction of the project. Therefore, there would be no inconsistencies between the HSR Build Alternative and these federal and state laws and regulations.

The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations; however, it has endeavored to design and construct the HSR project so that it is consistent with land use and zoning regulations. A total of 19 plans and 95 policies were

<sup>1</sup> NEPA regulations refer to the regulations issued by the Council for Environmental Quality located at Code of Federal Regulations Title 40, Part 1500.

reviewed. The HSR Build Alternative would be consistent with 86 policies and would be inconsistent with 9 policies.

The HSR Build Alternative would be inconsistent with certain provisions of the following regional and local policies and plans:

- Los Angeles County General Plan Policy P/R 3.1—The HSR Build Alternative would result in a loss of parkland and would therefore be inconsistent with this policy of increasing local and regional parkland.
- City of Glendale Bicycle Transportation Plan Policy 7—The HSR Build Alternative would preclude the implementation of the San Fernando Railroad Bike Path, which is inconsistent with the City of Glendale Bicycle Transportation Plan.
- City of Glendale General Plan Circulation Element Objective 3 (under Goal 2)—The HSR Build Alternative would preclude the implementation of the San Fernando Railroad Bike Path, which is inconsistent with the bikeways identified in the Bicycle Transportation Plan.
- City of Glendale General Plan Land Use Element Community Facilities Goal 1—The HSR Build Alternative would preclude the implementation of the San Fernando Railroad Bike Path, which is inconsistent with implementation of the Bicycle Transportation Plan.
- City of Glendale General Plan Open Space and Conservation Element Goal 9—The HSR Build Alternative would preclude the implementation of the San Fernando Railroad Bike Path, which is inconsistent with implementation of the Bicycle Transportation Plan and Circulation Element.
- City of Los Angeles Northeast Los Angeles Community Plan Goal 5—The HSR Build Alternative would result in a loss of parkland and would exacerbate the shortage of parkland to adequately serve residents.
- City of Los Angeles Northeast Los Angeles Community Plan Objective 5-1—The HSR Build Alternative would result in a loss of parkland and would not preserve, maintain, or better utilize existing parkland.
- City of Los Angeles Northeast Los Angeles Community Plan Policy 5-1.1—The HSR Build Alternative would result in a loss of parkland and would not preserve existing parkland.
- Los Angeles River Ecosystem Restoration Project Objective: Increase Recreation – The HSR Build Alternative would result in a loss of parkland and may preclude implementation of recreational resources (i.e., planned bikeways) inconsistent with the objective for increased regional recreational trails and improved recreational experience.

Overall, the HSR Build Alternative would still be consistent with most local plans and policies concerning recreational resources. Through implementation of PR-MM#4, Replacement of Property Acquired from Existing or Planned Bicycle Routes, the Authority would provide alternative routes for the taking of existing or planned bicycle routes. Where property that contains existing or planned bicycle paths required for HSR improvements involves the establishment of a permanent easement or permanent conversion to rail right-of-way from lands owned by the Los Angeles County Metropolitan Transportation Authority (Metro), the Authority will consult with the officials with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. Therefore, the HSR Build Alternative is consistent overall with the applicable local plans, goals, and policies. Refer to Appendix 3.1-B, Regional and Local Policy Inventory, for a complete consistency analysis of local plans and policies.

### 3.15.4 Methods for Evaluating Impacts

The following sections summarize the RSAs and the methods used to analyze impacts on recreational resources. As summarized in Section 3.15.1, Introduction, 10 other sections also provide information related to recreational resources:

- Section 3.2, Transportation
- Section 3.3, Air Quality and Global Climate Change
- Section 3.4, Noise and Vibration
- Section 3.11, Safety and Security
- Section 3.12, Socioeconomics and Communities
- Section 3.13, Station Planning, Land Use, and Development
- Section 3.16, Aesthetics and Visual Quality
- Section 3.18, Regional Growth
- Section 3.19, Cumulative Impacts
- Chapter 4, Section 4(f) and Section 6(f) Evaluations

#### 3.15.4.1 Definition of Resource Study Area

As defined in Section 3.1, Introduction, RSAs are the geographic boundaries in which the Authority conducted environmental investigations specific to each resource topic. The RSA for impacts on recreational resources is defined as 2,500 feet from the project footprint of the HSR Build Alternative and is inclusive of both direct and indirect impacts (described in greater detail in Section 3.15.4.3). Table 3.15-2 provides a general definition and boundary description for the RSA within the Burbank to Los Angeles Project Section, as shown on Figure 3.15-1.

**Table 3.15-2 Definition of Resource Study Areas**

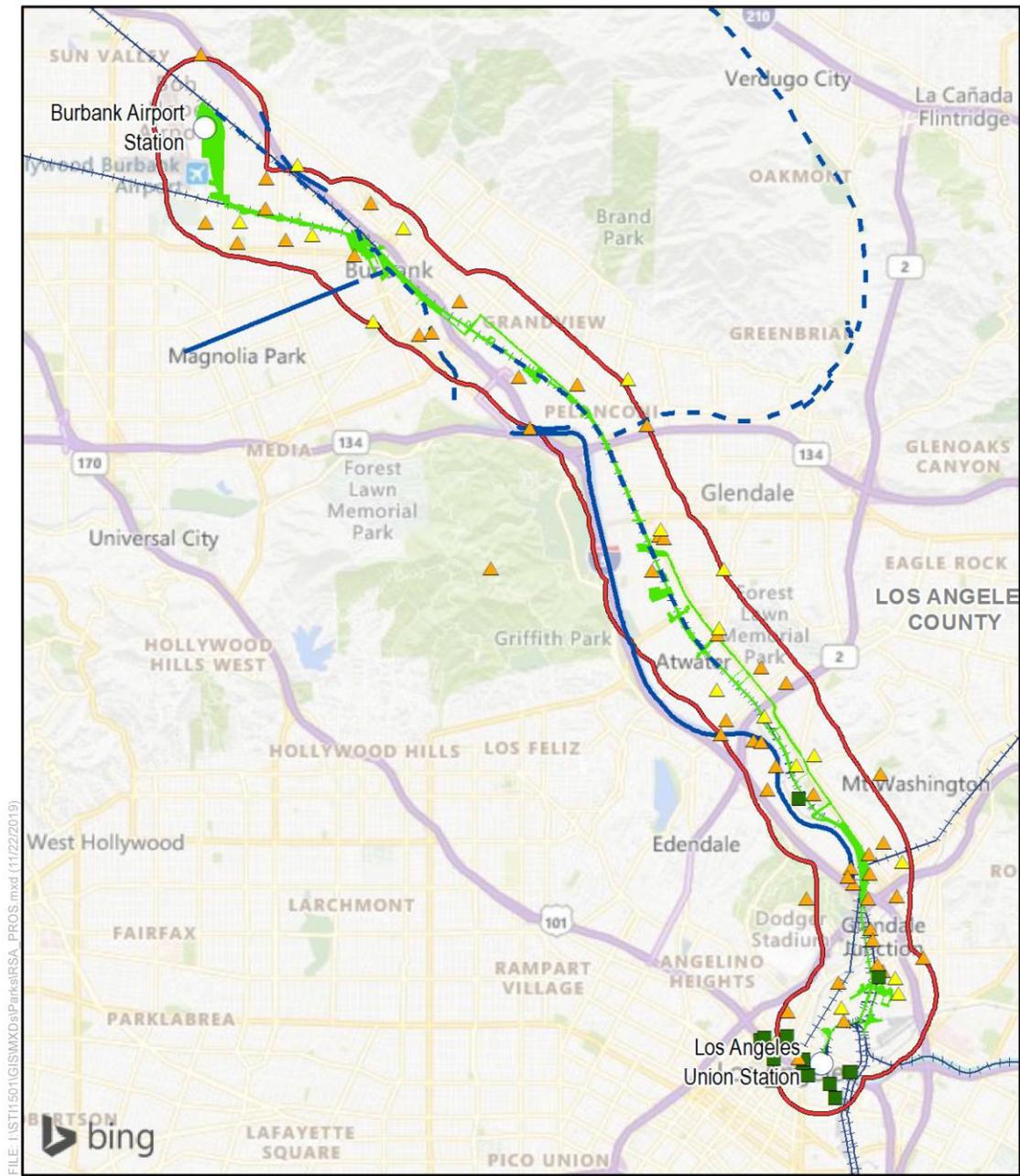
General Definition	Resource Study Area Boundary and Definition
Direct and Indirect Resource Study Areas	2,500 feet on either side of the project footprint (measured from the outside edge of the footprint)

Class II and Class III on-street bicycle routes, unless identified as a recreational facility by an official with jurisdiction, are not included in the analysis of recreational resources because they are considered transportation facilities. Section 3.2, Transportation, covers the effects and impacts on those types of facilities.

#### 3.15.4.2 Impact Avoidance and Minimization Features

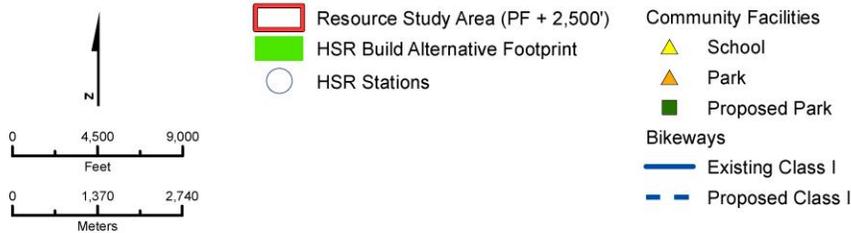
The HSR Build Alternative incorporates standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs. The Authority would implement IAMFs during project design and construction. As such, the analysis of impacts of the HSR Build Alternative in this section factors in all applicable IAMFs. Appendix 2-B, Impact Avoidance and Minimization Features, provides a detailed description of IAMFs that are included as part of the HSR Build Alternative design. IAMFs applicable to recreational resources include:

- PK-IAMF#1: Parks, Recreation, and Open Space—Prepare a technical memorandum that identifies design measures such as safe access to existing recreational facilities.
- AQ-IAMF#1: Fugitive Dust Emissions—Employ specified measures to minimize and control fugitive dust emissions.
- AQ-IAMF#2: Selection of Coatings—Use paints as specified and as required by the South Coast Air Quality Management District and the San Joaquin Valley Unified Air Pollution Control District.
- AQ-IAMF#3: Renewable Diesel—Use renewable diesel fuel to minimize and control exhaust emissions from all heavy-duty diesel-fueled construction equipment and on-road diesel trucks.



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**Figure 3.15-1 Resource Study Area for Parks, Recreation, and Open Space**

- AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment—Incorporate construction equipment exhaust emissions requirements into the construction contract specifications.
- AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment—Incorporate material-hauling truck fleet mix requirements into the contract specifications.
- AVQ-IAMF#1: Aesthetic Options—Document, through issuance of a technical memorandum, how the Authority’s aesthetic guidelines have been employed to minimize visual impacts.
- AVQ-IAMF#2, Aesthetic Review Process—Document that the Authority’s aesthetic review process has been followed to guide the development of nonstation-area structures.
- NV-IAMF#1: Noise and Vibration—Prepare and submit to the Authority a noise and vibration technical memorandum documenting how the Federal Transit Administration and FRA guidelines for minimizing construction noise and vibration impacts would be employed when work is being conducted within 1,000 feet of sensitive receptors.
- TR-IAMF#2: Construction Transportation Plan—Prepare a detailed Construction Transportation Plan for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways. The Construction Transportation Plan should be prepared in close consultation with the local jurisdiction and/or property owners having authority over the site.
- TR-IAMF#4: Maintenance of Pedestrian Access—Prepare specific construction management plans to address maintenance of pedestrian access during the construction period.
- TR-IAMF#5: Maintenance of Bicycle Access—Prepare specific construction management plans to address maintenance of bicycle access during the construction period.
- TR-IAMF#7: Construction Truck Routes—Deliver all construction-related equipment and materials on the appropriate truck routes and prohibit heavy construction vehicles from using alternative routes to get to the site.
- TR-IAMF#12: Pedestrian and Bicycle Safety—Provide a technical memorandum describing how pedestrian and bicycle accessibility would be provided and supported across the HSR corridor, to and from stations, and on station property.

#### **3.15.4.3 Methods for NEPA and CEQA Impact Analysis**

As described in more detail in Section 3.1.3.4, NEPA does not require determinations of whether there would be significant impacts on individual resources. Instead, this section relies on professional judgment when considering the resource context, the intensity, and the duration of the potential effect, along with implementation of mitigation measures, to determine whether there would be an impact.

This section describes the sources and methods the Authority used to analyze potential impacts from implementing the HSR Build Alternative on recreational resources. These methods apply to both NEPA and CEQA unless otherwise indicated. Refer to Section 3.1.3.4, Methods for Evaluating Impacts, for a description of the general framework for evaluating impacts under NEPA and CEQA. The evaluation of impacts on recreational resources also considers laws, regulations, and orders that regulate recreational resources (see Section 3.15.2 above).

Analysts collected information on recreational resources through review of the plans and policies referenced in Section 3.15.2.2, Regional and Local, and the use of geographic information system (GIS) data sources to identify recreational resources in the RSA. The analysis considers only recreational resources open to the public. Schools that contained play areas and other recreational facilities, such as sports fields or running tracks, were also included in this analysis if they were available for public use outside of school hours. Refer to Chapter 4 for a discussion of methods for impact analysis and the consultation efforts for Section 4(f) and Section 6(f). Refer to Chapter 5 for a discussion of methods for impact analysis and the consultation efforts for environmental justice.

Analysts used the following methods to evaluate potential direct and indirect impacts from construction on recreational resources:

- GIS spatial analysis identified the distances of recreational resources from the HSR Build Alternative; the number of recreational resources that would be required for use temporarily during construction; and facilities and functions that could be temporarily or permanently affected during construction of the HSR Build Alternative.
- Analysis of the design and location of HSR Build Alternative elements determined whether the HSR Build Alternative could create any barriers to park access and use or change access and parking at recreational resources.
- Analysis of proposed construction right-of-way determined whether there could be temporary changes to access or reduced parking at recreational resources.
- Evaluation of temporary construction easement locations and general construction activity identified the potential to disrupt established community and visitor use of recreational resources.
- Analysis of existing city and county reports and documents identified planned recreational resources and determined whether the HSR Build Alternative would be consistent with city and county planning documents.
- Agency coordination assisted with identifying potential impacts on existing and planned recreational resources.

Analysts used GIS spatial analysis and review and analysis of the other EIR/EIS sections (including Section 3.2, Transportation; Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; Section 3.11, Safety and Security; Section 3.12, Socioeconomics and Communities; Section 3.13, Station Planning, Land Use, and Development; Section 3.16, Aesthetics and Visual Quality; Section 3.18, Regional Growth; and Section 3.19, Cumulative Impacts) to determine whether HSR Build Alternative operation would result in any indirect impacts on parks and recreational resources related to changes in visual quality, noise, air quality, and utilization.

#### **3.15.4.4 Method for Determining Significance under CEQA**

CEQA requires that an EIR identify the significant environmental impacts of a project (State CEQA Guidelines § 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a significance determination for each impact using a threshold-based analysis (see Section 3.1.3.4, Methods for Evaluating Impacts, for further information). By contrast, under NEPA, significance is used to determine whether an EIS will be required; NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” Accordingly, Section 3.15.9, CEQA Significance Conclusions, summarizes the significance of the environmental impacts on parks and recreational resources for the HSR Build Alternative. The Authority is using the following thresholds to determine if a significant impact on parks and recreational resources would occur as a result of the HSR Build Alternative. A significant impact is one that would:

- Prevent the use of an established park, recreation, or open space
- Acquire a park or recreational resource that would result in a diminished capacity to use that resource or a substantially reduced value of that resource
- Create a physical barrier (or a perceived barrier) to the access to or established use of any park, recreation, or open space areas
- Result in acquisition of a recreational resource that would result in a diminished capacity to use the resource for specific and defined recreational activities
- Result in acquisition of a recreational resource that would result in a diminished capacity to use the resource for specific and defined recreational activities

- Increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Result in the physical alteration of the existing facilities or a need to provide new parks or other recreation facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios or other performance objectives

### 3.15.5 Affected Environment

This section describes the affected environment for recreational resources in the RSA, including parks, open space, and school recreation facilities. This information provides the context for the environmental analysis and evaluation of impacts.

A summary of stakeholder issues and concerns from public outreach efforts can be found in Chapter 9, Public and Agency Involvement.

Figure 3.15-1 and Figure 3.15-2 show the locations of existing and planned parks and/or recreational resources, and school recreation facilities within the RSA. While resources that have not been built yet are labeled as “planned” or “proposed,” these resources are considered existing in the analysis since they may be built prior to the start of construction of the HSR Build Alternative. Resources are considered “planned” or “proposed” if the resource has been identified in one of the regional or local plans described above or has been identified on a local jurisdiction’s current projects list. Table 3.15-3 provides brief descriptions of the resources shown on Figure 3.15-1 and Figure 3.15-2. Resources within this table are organized by city and listed by general location from north to south.

#### 3.15.5.1 Parks and Recreational Resources

The 60 existing and proposed recreational resources within the RSA for the HSR Build Alternative are shown on Figure 3.15-1 and Figure 3.15-2 and described in Table 3.15-3. These resources include neighborhood and community centers and parks available for public use, and off-street bike paths. Most of the identified parks have both vehicular and pedestrian access to attract users from the surrounding areas.

#### 3.15.5.2 School Play Areas and Recreation Facilities

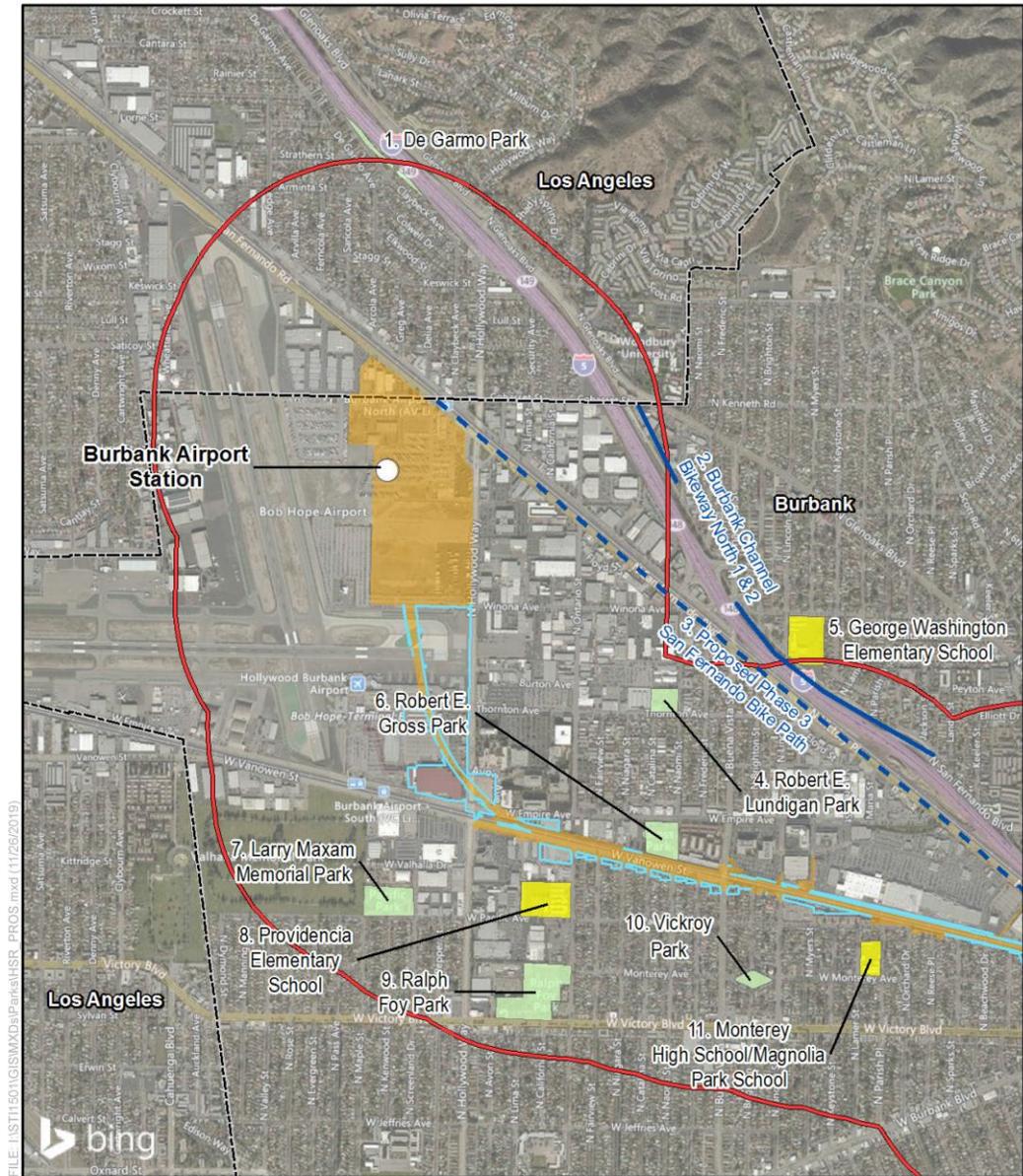
Nineteen schools with public-use play areas are located in the RSA for the HSR Build Alternative, as shown on Figure 3.15-1 and Figure 3.15-2 (Sheets 1 through 6). Refer to Table 3.15-3 for descriptions of the school play areas in the RSA for the HSR Build Alternative. Permanent effects and impacts resulting from project construction include the acquisition of park and recreation lands. Permanent effects and impacts resulting from project operation can also include long-term indirect air quality, noise, visual degradation, and access impacts.

### 3.15.6 Environmental Consequences

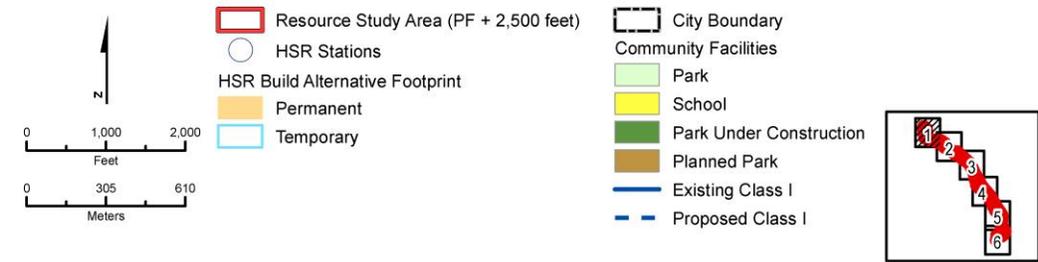
#### 3.15.6.1 Overview

This section evaluates how the No Project Alternative and the HSR Build Alternative could affect park and recreational resources and school play areas. The impacts of the HSR Build Alternative are described and organized as follows:

- **Construction Impacts**
  - Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours During Construction
  - Impact PK #2: Air Quality, Noise, and Visual Impacts During Construction
  - Impact PK #3: Acquisition of Property from Park, Recreation, and School Play Area Resources Due to Construction
  - Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction
- **Operations Impacts**
  - Impact PK #5: Project Changes to Park or Recreation Facility Use or Character Due to Operation

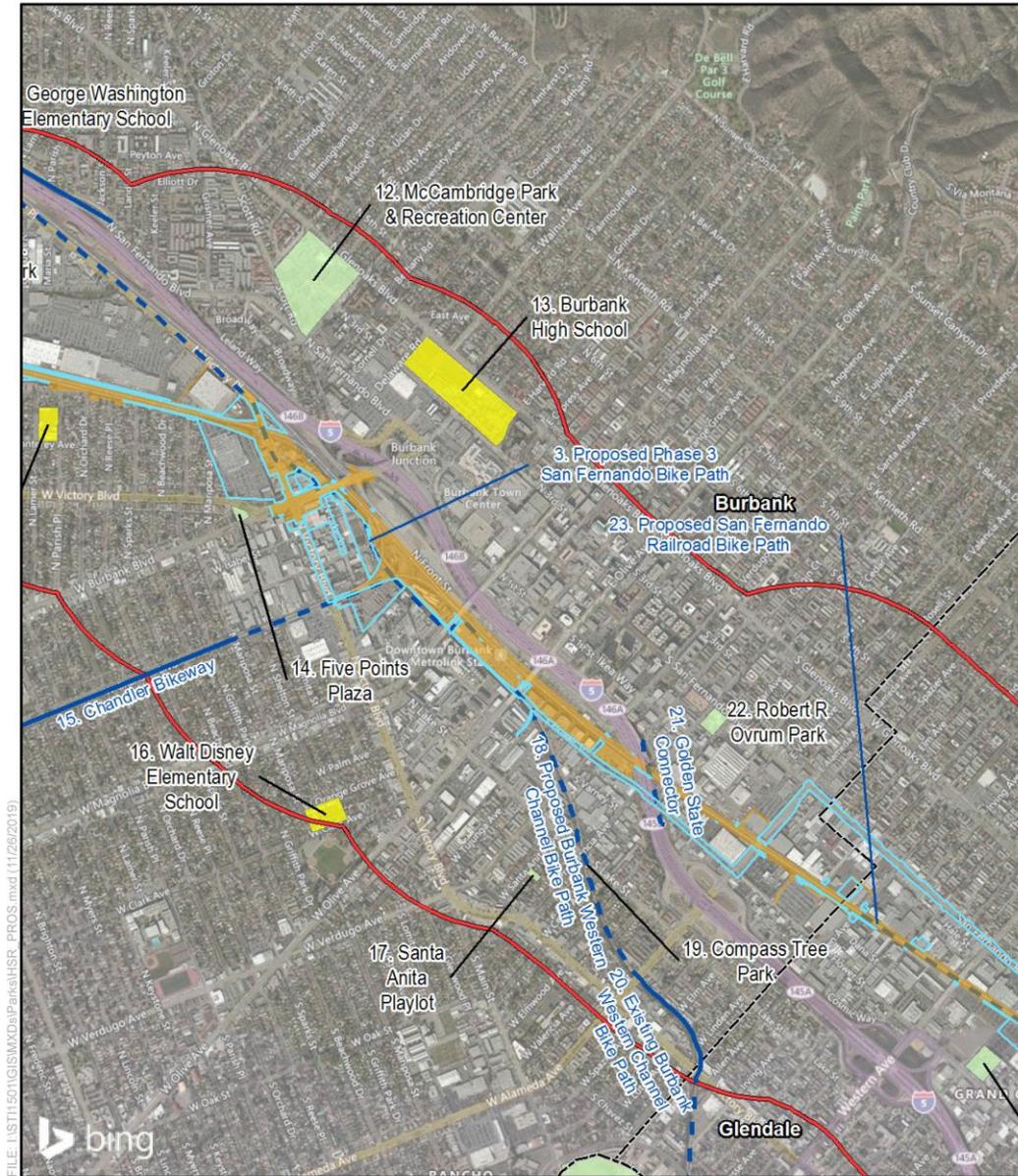


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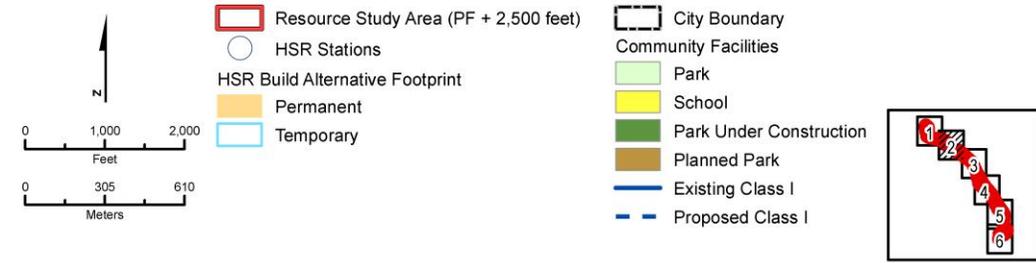


**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**

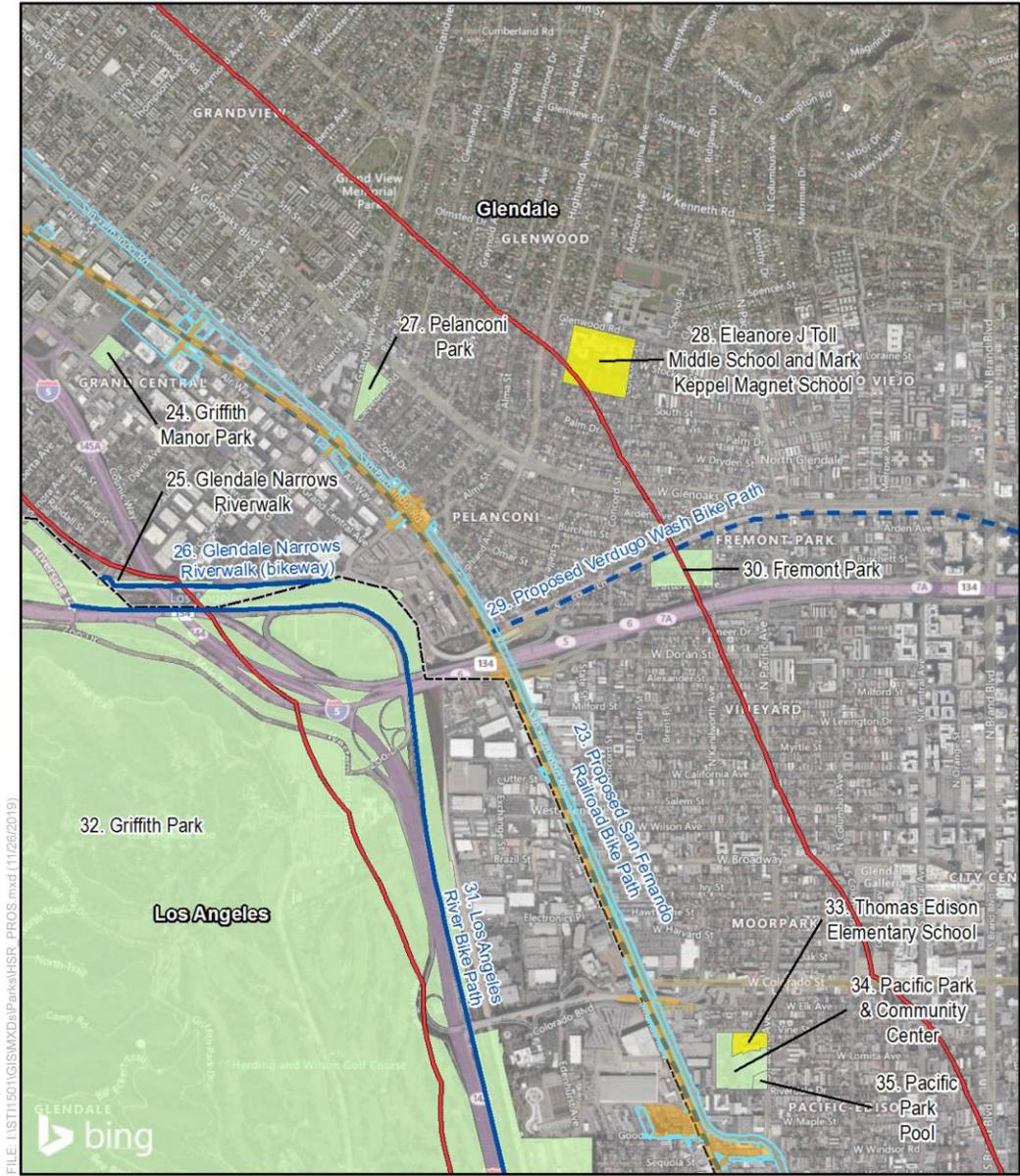
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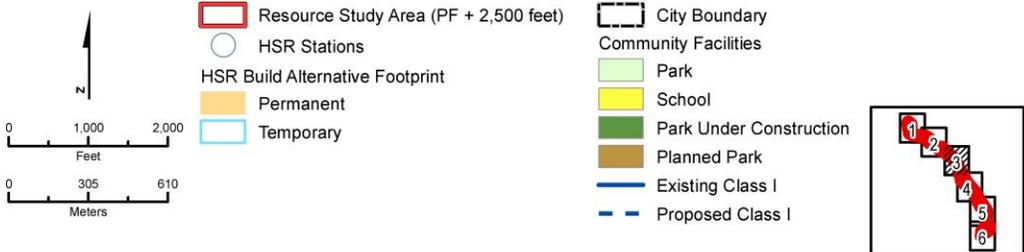
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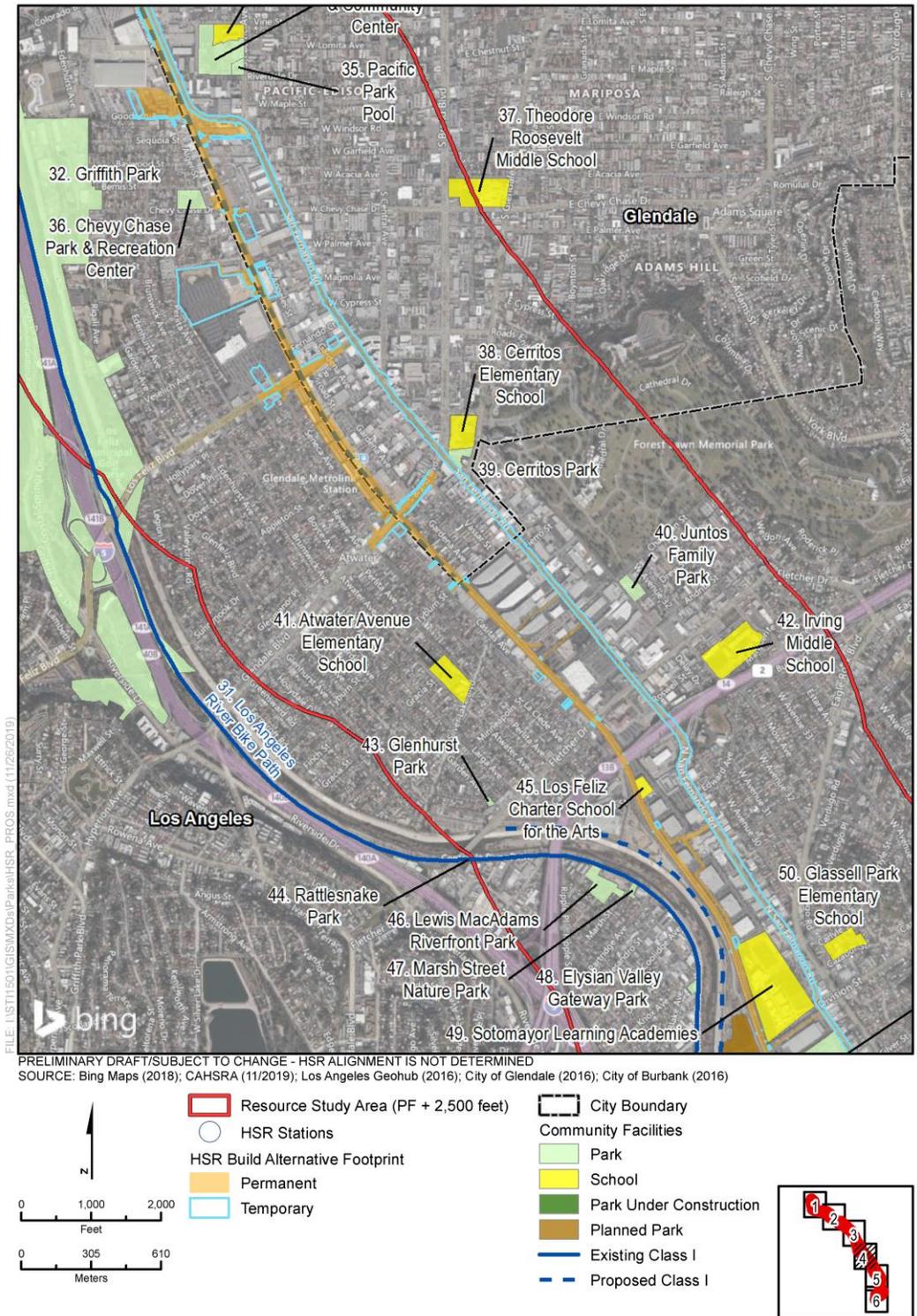
**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**  
 (Sheet 2 of 6)



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 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Glendale (2016); City of Burbank (2016)

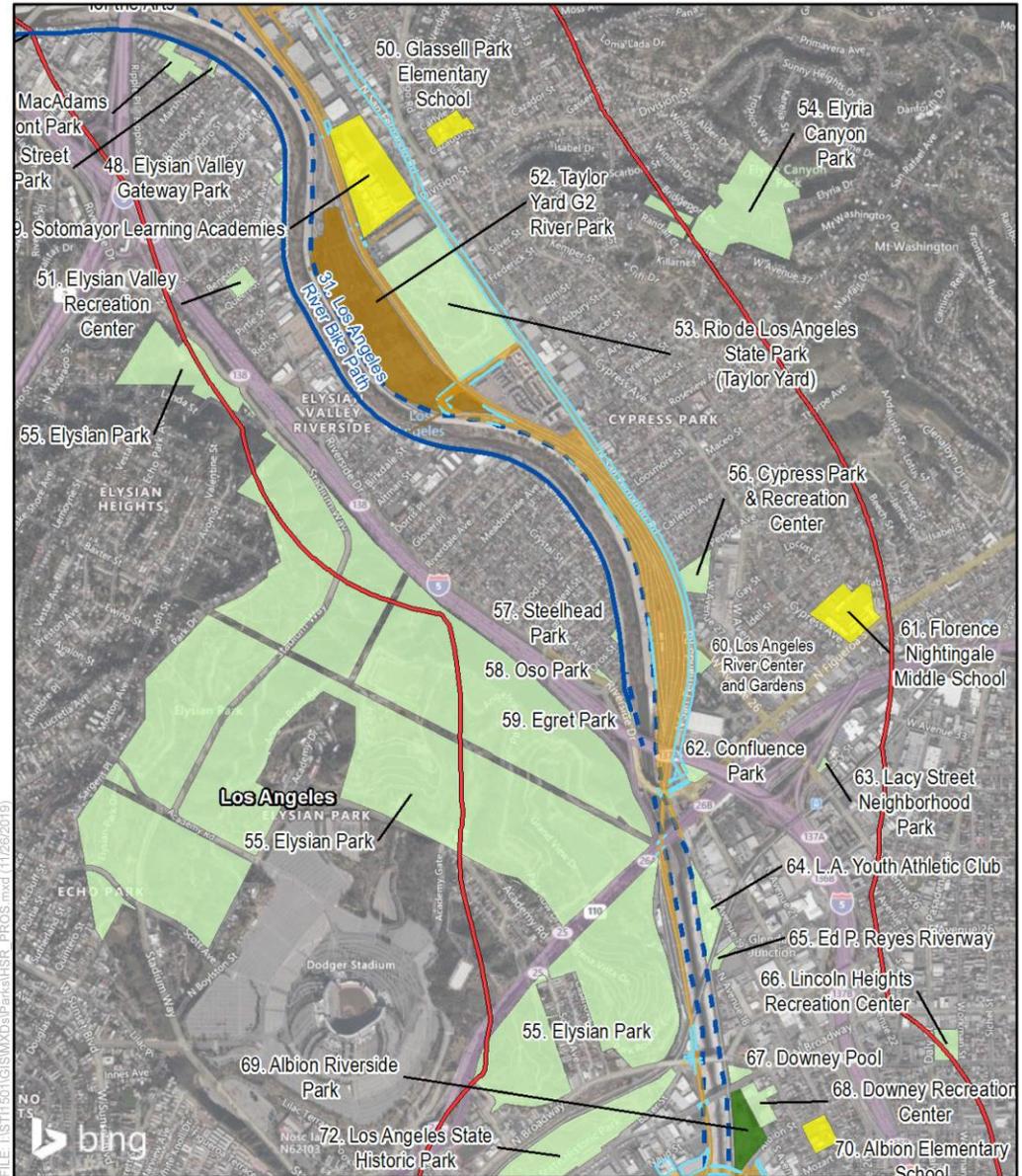


**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**  
 (Sheet 3 of 6)

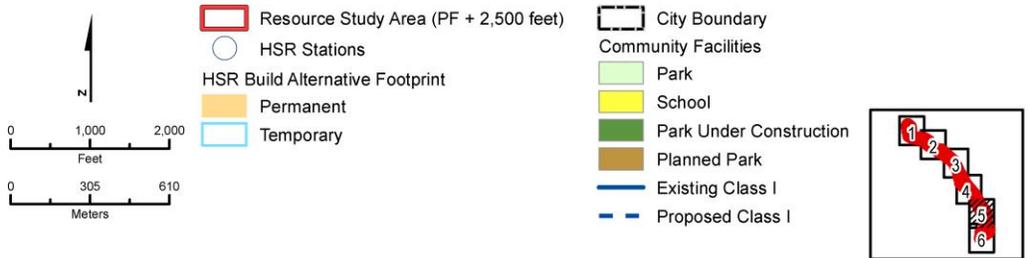


**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**

(Sheet 4 of 6)

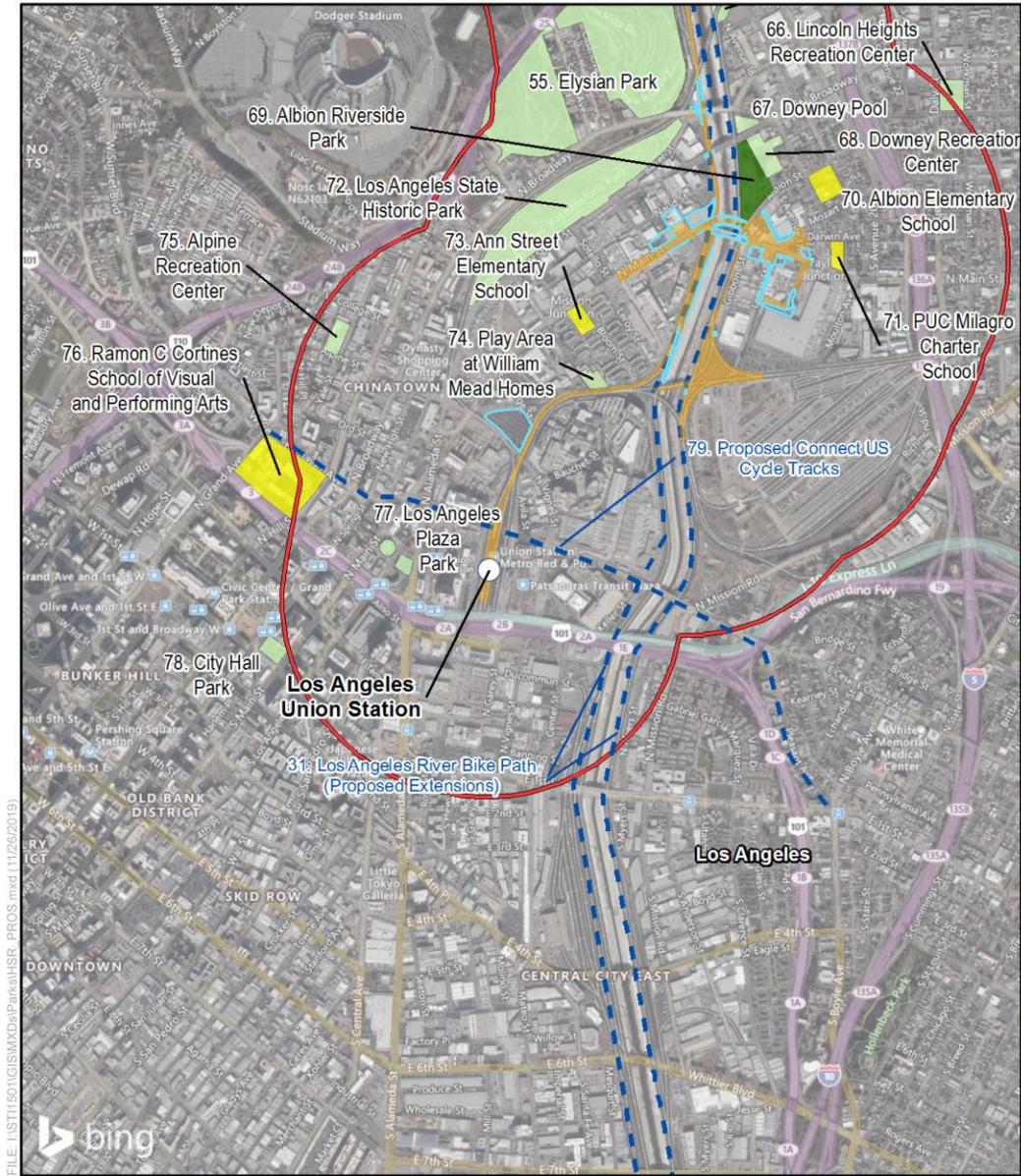


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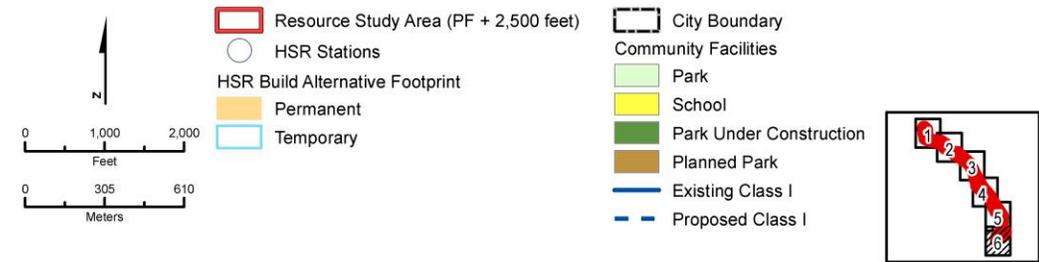


**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**

(Sheet 5 of 6)



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Glendale (2016); City of Burbank (2016)



**Figure 3.15-2 High-Speed Rail Build Alternative and Parks, Recreation, and Open Space**

(Sheet 6 of 6)

**Table 3.15-3 Parks and Recreational Resources in the Resource Study Area for the High-Speed Rail Build Alternative**

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
De Garmo Park (Figure 3.15-2, Sheet 1)	Park	1	City of Burbank	2 acres 10145 Arminta Street, Burbank	Approximately 2,080 feet	Neighborhood park with picnic tables and play equipment.
Burbank Channel Bike Path North 1 and North 2 (Figure 3.15-2, Sheet 1)	Bike Path	2	City of Burbank	0.9 mile Cohasset Street to Tulare Avenue (North 1; 0.3 mile) Buena Vista Street/ Winona Avenue to Jackson Street (North 2; 0.6 mile)	Approximately 2,500 feet	Class I (off-street) bike path.
San Fernando Bike Path (Phase 3) (Planned) <sup>1</sup> (Figure 3.15-2, Sheets 1 and 2)	Bike Path	3	City of Burbank	2.95 miles Burbank-Los Angeles city limit to Downtown Burbank Metrolink Station	0 feet (within the project footprint)	The planned Phase 3 portion of the San Fernando Bike Path is a proposed Class I (off-street) bike path.
Robert E. Lundigan Park (Figure 3.15-2, Sheet 1)	Park	4	City of Burbank	1.32 acres 2701 Thornton Avenue, Burbank	Approximately 1,760 feet	Neighborhood park with an outdoor basketball court, picnic tables, a playground, and restrooms.
George Washington Elementary School (Figure 3.15-2, Sheet 1)	School	5	Burbank Unified School District	Approximately 3 acres of school play areas 2322 N Lincoln Street, Burbank	Approximately 2,440 feet	Paved play areas and an open play area.
Robert E. Gross Park (Figure 3.15-2, Sheet 1)	Park	6	City of Burbank	4.85 acres 2800 W Empire Avenue, Burbank	Approximately 9 feet	Neighborhood park with two lighted softball fields, picnic tables, a playground, restrooms, and off-street parking.
Larry L. Maxam Memorial Park (Figure 3.15-2, Sheet 1)	Park	7	City of Burbank	5 acres 3715 Pacific Avenue, Burbank	Approximately 1,080 feet	Park with tennis courts, ball fields, and play equipment.
Providencia Elementary School (Figure 3.15-2, Sheet 1)	School	8	City of Burbank	1919 N Ontario Street, Burbank	Approximately 250 feet	Basketball courts, a children's play area, and handball courts.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Ralph Foy Park (Figure 3.15-2, Sheet 1)	Park	9	City of Burbank	8 acres 3211 W Victory Boulevard, Burbank	Approximately 1,300 feet	Park with a ball field and fitness and play equipment.
Vickroy Park (Figure 3.15-2, Sheet 1)	Park	10	City of Burbank	1.47 acres 2300 W Monterey Place, Burbank	Approximately 940 feet	Neighborhood park with a basketball court, a horseshoe pit, outdoor table tennis, picnic tables, and a playground.
Monterey High School/Magnolia Park School (Figure 3.15-2, Sheet 1)	School	11	Burbank Unified School District	Approximately 0.75 acre of school play areas 1915 Monterey Avenue, Burbank	Approximately 210 feet	Ball courts and open play areas.
McCambridge Recreation Center (Figure 3.15-2, Sheet 2)	Park	12	City of Burbank	17 acres 1515 N Glenoaks Boulevard, Burbank	Approximately 1,020 feet	Neighborhood park with a recreation center, 10 tennis courts, two baseball fields, a basketball court, a pool, and open areas for passive use.
Burbank High School (Figure 3.15-2, Sheet 2)	School	13	Burbank Unified School District	Approximately 7.5 acre of school play areas 902 N 3rd Street, Burbank	Approximately 1,320 feet	Ball courts and an open play area.
Five Points Plaza (Figure 3.15-2, Sheet 2)	Park	14	City of Burbank	0.5 acre 1075 W Burbank Boulevard, Burbank	Approximately 100 feet	Pocket park with passive recreation areas.
Chandler Bikeway (Planned) (Figure 3.15-2, Sheet 2)	Bike Path	15	City of Burbank	1.98 miles (existing) and 0.7 mile (planned) W Chandler Boulevard, between N Clybourn Avenue and North Mariposa	0 feet (planned extension within the project footprint) Approximately 1,265 feet (distance to existing bike path)	Extension of an existing proposed Class I (off-street) bike path.
Walt Disney Elementary School (Figure 3.15-2, Sheet 2)	School	16	Burbank Unified School District	1220 W Orange Grove Avenue, Burbank	Approximately 2,140 feet	Ball courts and an open play area.
Santa Anita Playlot (Figure 3.15-2, Sheet 2)	Park	17	City of Burbank	0.5 acre 250 W Santa Anita Avenue, Burbank	Approximately 1,580 feet	Small neighborhood park with play equipment.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Burbank Western Channel Bike Path (Planned) (Figure 3.15-2, Sheet 2)	Bike Path	18	City of Burbank	0.25 mile Along the Burbank-Western Flood Control Channel from Alameda Avenue to the Glendale city limit	0 feet (within the project footprint)	Proposed Class I (off-street) bike path.
Compass Tree Park (Figure 3.15-2, Sheet 2)	Park	19	City of Burbank	0.25 acre Lake Street, Burbank	Approximately 1,090 feet	Small corner park with trees.
Burbank Western Channel Bike Path (Figure 3.15-2, Sheet 2)	Bike Path	20	City of Burbank	1 mile Along the Burbank-Western Flood Control Channel from Alameda Avenue to the Downtown Burbank Metrolink Station	0 feet (within the project footprint)	Class I (off-street) bike path.
Golden State Connector Bike Path (Caltrans Replacement Pedestrian Bridge) (Figure 3.15-2, Sheet 2)	Multipurpose Path	21	City of Burbank	Adjacent to the Golden State Freeway in the vicinity of Providencia Avenue	0 feet (above the project footprint)	Pedestrian-bicycle bridge that crosses the railroad corridor adjacent to the Golden State Freeway. This bridge is currently being rebuilt in the vicinity of Verdugo Avenue as part of the freeway's high-occupancy vehicle lane construction project over the next several years.
Robert R. Ovrom Park and Community Center (Figure 3.15-2, Sheet 2)	Park	22	City of Burbank	1.4 acres 601 S San Fernando Boulevard, Burbank	Approximately 790 feet	Neighborhood park with a recreation center, playgrounds, picnic/barbeque areas, an outdoor basketball court, and an open area.
San Fernando Railroad Bike Path (Planned) <sup>2</sup> (Figure 3.15-2, Sheets 2 through 4)	Bike Path	23	City of Glendale	4.47 miles San Fernando Road from northern to southern city limits	0 feet (within the project footprint)	Proposed Class I (off-street) bike path along San Fernando Road (officially Metrolink Valley Subdivision railroad right-of-way).

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Griffith Manor Park (Figure 3.15-2, Sheet 3)	Park	24	City of Glendale	2.85 acres 1551 Flower Street, Glendale	Approximately 240 feet	Neighborhood park with a children's play area, a community building, two horseshoe courts, picnic areas, and special facilities
Glendale Narrows Riverwalk (includes Glendale Narrows Riverwalk [bikeway]) (Figure 3.15-2, Sheet 3)	Multipurpose Path	25 and 26	City of Glendale	1 mile 300 Paula Avenue, Glendale	Approximately 900 feet	Recreational trail, multipurpose path for pedestrians and cyclists, park space, art installations, and an equestrian facility.
Pelanconi Park (Figure 3.15-2, Sheet 3)	Park	27	City of Glendale	3.09 acres 934 Grandview Avenue, Glendale	Approximately 205 feet	Neighborhood park with a ball field, a basketball court, a playground, picnic areas, and special facilities.
Eleanor J. Toll Middle School and Mark Keppel Magnet School (Figure 3.15-2, Sheet 3)	School	28	Glendale Unified School District	730 Glenwood Road, Glendale	Approximately 2,320 feet	Ball courts and open play areas.
Verdugo Wash Bike Path (Planned) (Figure 3.15-2, Sheet 3)	Bike Path	29	City of Glendale	7.8 miles Verdugo Wash Channel that runs from north Glendale to the Los Angeles River	0 feet (within the project footprint)	Proposed Class I (off-street) bike path along a channel or in a channel.
Fremont Park (Figure 3.15-2, Sheet 3)	Park	30	City of Glendale	8 acres 600 Hahn Avenue, Glendale	Approximately 2,010 feet	Park with tennis courts and play equipment.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Los Angeles River Bike Path (includes Planned Extension) (Figure 3.15-2, Sheets 3 through 6)	Bike Path	31	Various agencies (City of Los Angeles, Los Angeles County, Mountains Recreation and Conservation Authority)	7 miles (existing) 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 Barclay Street in Elysian Valley An 8-mile extension is planned to Downtown Los Angeles	0 feet (planned extension within the project footprint) Approximately 350 feet (existing path)	Class I (off-street) bike path and equestrian trail running parallel to portions of the bike path.
Griffith Park (Figure 3.15-2, Sheet 3)	Park	32	City of Los Angeles	4,210 acres 4730 Crystal Springs Drive, Los Angeles	Approximately 600 feet	Municipal park with a children's play area, picnic tables, restroom(s), a soccer field (lighted), tennis courts (lighted), tennis courts (unlighted), a bike path, a hiking trail, horseback riding trails, a merry-go-round, and pony rides.
Thomas Edison Elementary School (Figure 3.15-2, Sheet 3)	School	33	Glendale Unified School District	Approximately 1.5 acres of school play areas 435 S Pacific Avenue, Glendale	Approximately 600 feet	Ball courts, a playground, and use of the multipurpose field at Pacific Park.
Pacific Park and Community Center (Figure 3.15-2, Sheet 3)	Park	34	City of Glendale	5.3 acres 501 Pacific Avenue, Glendale	Approximately 240 feet	Neighborhood park with a Little League ball field, a group picnic area, a multipurpose field, a multipurpose court, a children's playground, a water play area, an outdoor theatre, a multipurpose gymnasium, and meeting rooms.
Pacific Park Pool (Figure 3.15-2, Sheets 3 and 4)	Pool	35	City of Glendale	0.46 acre 509 S Pacific Avenue, Glendale	Approximately 590 feet	Recreational resource with a pool, a pool deck, grandstands, restrooms, showers, and lockers.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Chevy Chase Park and Recreation Center (Figure 3.15-2, Sheet 4)	Park	36	City of Los Angeles	2.4 acres 4165 Chevy Chase Drive, Los Angeles	Approximately 55 feet	Neighborhood park with indoor lighted basketball courts, a children's play area, handball courts (lighted), an indoor gym, picnic tables, and restrooms.
Theodore Roosevelt Middle School (Figure 3.15-2, Sheet 4)	School	37	Glendale Unified School District	222 E Acacia Avenue, Glendale	Approximately 2,160 feet	Ball courts and open play areas.
Cerritos Elementary School (Figure 3.15-2, Sheet 4)	School	38	Glendale Unified School District	Approximately 2 acres of school play areas 120 E Cerritos Avenue, Glendale	Approximately 55 feet	Ball courts and open play areas.
Cerritos Park (Figure 3.15-2, Sheet 4)	Park	39	City of Glendale	0.89 acre 3690 San Fernando Road, Glendale	0 feet (adjacent to the project footprint)	Neighborhood park with playgrounds and a water feature.
Juntos Family Park (Figure 3.15-2, Sheet 4)	Park	40	City of Los Angeles	1.64 acres 3135 Drew Street, Los Angeles	Approximately 680 feet	Neighborhood park with a play area, picnic benches, and open fields.
Atwater Avenue Elementary School (Figure 3.15-2, Sheet 4)	School	41	Los Angeles Unified School District	Approximately 2 acres of school play areas 3271 Silver Lake Boulevard, Los Angeles	Approximately 850 feet	Ball courts, paved play areas, and a playground.
Irving Middle School (Figure 3.15-2, Sheet 4)	School	42	Los Angeles Unified School District	Approximately 4 acres of school play areas 3010 Estara Avenue, Los Angeles	Approximately 880 feet	Basketball courts, handball courts, a soccer field, a track, and a gymnasium.
Glenhurst Park (Figure 3.15-2, Sheet 4)	Park	43	City of Los Angeles	0.25 acre 2932 Glenhurst Avenue, Los Angeles	Approximately 1,670 feet	Small neighborhood park with play equipment.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Rattlesnake Park (Figure 3.15-2, Sheet 4)	Park	44	Santa Monica Mountains Conservancy	1.5 acres Fletcher Drive and the Los Angeles River, Los Angeles	Approximately 2,370 feet	Small pocket park along the Los Angeles River.
Los Feliz Charter School for the Arts (Figure 3.15-2, Sheet 4)	School	45	Los Angeles Unified School District	Approximately 0.3 acre of school play areas 2709 Media Center Drive, Los Angeles	0 feet (adjacent to the project footprint)	Paved play areas and a playground.
Lewis MacAdams Riverfront Park (formerly Marsh Park) (includes Marsh Street Nature Park) (Figure 3.15-2, Sheet 4)	Park	46 and 47	Mountains Recreation and Conservation Authority and Santa Monica Mountains Conservancy	3.9 acres 2999 Rosanna Street, Los Angeles	Approximately 830 feet (Marsh Street Nature Park is approximately 600 feet)	Neighborhood park with Los Angeles River access, picnic grounds, grassy areas, children's play equipment, restrooms, an open-air pavilion, a loop trail with outdoor fitness equipment stations, a skate park, two outdoor classrooms, and electric vehicle charging stations.
Elysian Valley Gateway Park (Figure 3.15-2, Sheet 4)	Park	48	City of Los Angeles	0.5 acre 2914 Knox Avenue, Los Angeles	Approximately 580 feet	Neighborhood park with Los Angeles River access and passive recreation areas.
Sotomayor Learning Academies (Figure 3.15-2, Sheet 4)	School	49	Los Angeles Unified School District	Approximately 8 acres of school play areas 2050 San Fernando Road, Los Angeles	0 feet (adjacent to the project footprint)	Football stadium, basketball courts, and open play areas.
Glassell Park Elementary School (Figure 3.15-2, Sheets 4 and 5)	School	50	Los Angeles Unified School District	2211 W Avenue 30, Los Angeles	Approximately 340 feet	Children's play area, outdoor basketball courts, and a softball field.
Elysian Valley Recreation Center (Figure 3.15-2, Sheet 5)	Recreation Center	51	City of Los Angeles	1.5 acres 1811 Ripple Street, Los Angeles	Approximately 1,360 feet	Recreation center with baseball and soccer fields and basketball courts.
Proposed Taylor Yard G2 River Park (Figure 3.15-2, Sheet 5)	Park	52	City of Los Angeles	42 acres Taylor Yard, Los Angeles	0 feet (within the project footprint)	Proposed park with walking trails and access to the Los Angeles River.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Rio de Los Angeles State Park (Figure 3.15-2, Sheet 5)	Park	53	California State Parks and City of Los Angeles Department of Parks and Recreation	40 acres 1900 N San Fernando Road, Los Angeles	0 feet (within the project footprint)	State park with soccer fields, outdoor basketball courts, a baseball field, a softball field, tennis courts, children's play areas, two park entrances, bicycle and walking paths, a children's water-play area, group and individual picnic areas, a natural amphitheater for special events, an open space and natural parkland area, a river riparian corridor natural area, and a short-term area for a portable skate park facility.
Elyria Canyon Park (Figure 3.15-2, Sheet 5)	Park	54	Santa Monica Mountains Conservancy	35 acres 1550 Bridgeport Drive, Los Angeles	Approximately 2,240 feet	Nature park with scenic trails and picnic tables on Washington Mountain.
Elysian Park (including Point Grandview Park and Buena Vista Meadow Picnic Area) (Figure 3.15-2, Sheet 5)	Park	55	City of Los Angeles	575 acres 929 Academy Road, Los Angeles	0 feet (adjacent to the project footprint)	Municipal park with playground structures, seven restrooms, three baseball fields, tennis courts, volleyball courts, a disc golf course, an adaptive recreation center, a basketball court, the Chavez Ravine Arboretum, a community garden, Dogs in the Park, hiking/jogging/running trails, an equestrian trail, scenic overlooks, horseshoe pits, a lodge, parking areas, picnic areas, a police academy, the Portola Trail Historical Monument, and assorted sports fields.
Cypress Park and Recreation Center (Figure 3.15-2, Sheet 5)	Park	56	City of Los Angeles	3 acres 2630 Pepper Avenue, Los Angeles	0 feet (adjacent to the project footprint)	Neighborhood park with an auditorium, a softball field, barbecue pits, a children's play area, an indoor gym, basketball courts (lighted/indoor), volleyball courts (lighted), and picnic tables.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Steelhead Park (Figure 3.15-2, Sheet 5)	Park	57	Santa Monica Mountains Conservancy	0.2 acre 2230 Oros Street, Los Angeles	Approximately 410 feet	Pocket park with Los Angeles River access and an amphitheater.
Oso Park (Figure 3.15-2, Sheet 5)	Park	58	Santa Monica Mountains Conservancy	0.3 acre Riverside Drive at Oros Street, Los Angeles	Approximately 540 feet	Pocket park with picnic tables.
Egret Park (Figure 3.15-2, Sheet 5)	Park	59	Santa Monica Mountains Conservancy	0.2 acre N Arnold Street, Los Angeles	Approximately 330 feet	Pocket park with Los Angeles River access and picnic tables.
Los Angeles River Center and Gardens (Figure 3.15-2, Sheet 5)	Park	60	Santa Monica Mountains Conservancy	0.8 acre 570 W Avenue 26, Los Angeles	0 feet (adjacent to the project footprint)	Pocket park with a water fountain, park benches, a picnic table, and a lawn area.
Florence Nightingale Middle School (Figure 3.15-2, Sheet 4)	School	61	Los Angeles Unified School District	3311 N Figueroa Street, Los Angeles	Approximately 1,490 feet	Playground, ball courts, and paved play areas.
Confluence Park (Figure 3.15-2, Sheet 5)	Park	62	Mountains Recreation and Conservation Authority	1 acre 500–554 N San Fernando Road (Figueroa/Riverside), Los Angeles	0 feet (adjacent to the project footprint)	Passive park with seating and useable open space.
Lacy Street Neighborhood Park (Figure 3.15-2, Sheet 5)	Park	63	City of Los Angeles	0.4 acre Lacy Street and Avenue 26, Los Angeles	Approximately 1,630 feet	Neighborhood park with trees.
Los Angeles Youth Athletic Club (Figure 3.15-2, Sheet 5)	Recreation Center	64	Los Angeles Parks Foundation	5 acres 421 N Avenue 19, Los Angeles	Approximately 260 feet	Recreational resource providing an indoor gym with weights, a boxing facility, a karate/kickboxing room, and a TV area.
Ed P. Reyes Riverway (Figure 3.15-2, Sheet 5)	Park	65	City of Los Angeles	1 acre 295 N Avenue 19, Los Angeles	Approximately 330 feet	Passive park including pedestrian bridges, drinking fountains, and a bike stop.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Lincoln Heights Recreation Center (Figure 3.15-2, Sheet 6)	Recreation Center	66	City of Los Angeles	1.45 acres 2303 Workman Street, Los Angeles	Approximately 2,310 feet	Recreation center with field area and play equipment.
Downey Pool (Figure 3.15-2, Sheet 5)	Pool	67	City of Los Angeles	1.7 acres 1775 Spring Street, Los Angeles	Approximately 330 feet	Outdoor pool (admission fee).
Downey Recreation Center (Figure 3.15-2, Sheet 5)	Recreation Center	68	City of Los Angeles	3 acres 1772 N Spring Street, Los Angeles	Approximately 330 feet	Recreational resource providing an auditorium, a lighted baseball diamond, a children's play area, picnic tables, and an indoor gym.
Albion Riverside Park (Figure 3.15-2, Sheet 5)	Park	69	City of Los Angeles	6 acres 1739 N Albion Street, Los Angeles	0 feet (within the project footprint)	Recreational amenities at the site include multipurpose athletic fields, walking paths, adult fitness zones, a children's play area, a picnic area, a new parking lot with permeable paving, site landscaping, and a plaza.
Albion Elementary School (Figure 3.15-2, Sheets 5 and 6)	School	70	Los Angeles Unified School District	322 S Avenue 18, Los Angeles	Approximately 390 feet	Children's play area, basketball courts, a softball field, and handball courts
PUC Milagro Charter School (Figure 3.15-2, Sheet 6)	School	71	Los Angeles Unified School District	1855 N Main Street, Los Angeles	Approximately 230 feet	Children's play area, basketball courts, and handball courts.
Los Angeles State Historic Park (Figure 3.15-2, Sheet 5)	Park	72	State of California and City of Los Angeles	32 acres 1245 N Spring Street, Los Angeles	Approximately 105 feet	State park with open space, picnic tables, a dirt running track, and trails.
Ann Street Elementary School (Figure 3.15-2, Sheet 6)	School	73	Los Angeles Unified School District	Approximately 0.5 acre of school play areas 126 E Bloom Street, Los Angeles	Approximately 590 feet	Playground, ball courts, and paved play areas.
Play area at William Mead Homes (Figure 3.15-2, Sheet 6)	Recreation Center	74	Housing Authority of the City of Los Angeles	1.4 acres 256 E Elmyra Street, Los Angeles	Approximately 10 feet	Recreational resource providing open play areas, a basketball court, and a baseball field.

Resource Name	Resource Type	Map ID No.	Owner/Operator	Size/Length and Location	Approximate Distance from Project Footprint	Amenities
Alpine Recreation Center (Figure 3.15-2, Sheet 6)	Recreation Center	75	City of Los Angeles	1.88 acres 817 Yale Street, Los Angeles	Approximately 2,050 feet	Recreation center with a field area, play equipment, and outdoor basketball courts.
Ramon C. Cortines School of Visual and Performing Arts (Figure 3.15-2, Sheet 6)	School	76	Los Angeles Unified School District	Approximately 2.5 acres of school play areas 450 N Grand Avenue, Los Angeles	Approximately 2,155 feet	A pool, a gym, basketball courts, and an open play area.
Los Angeles Plaza Park (Figure 3.15-2, Sheet 6)	Park	77	City of Los Angeles	0.75 acre 125 Paseo De La Plaza, Los Angeles	Approximately 900 feet	Passive park with grass areas.
City Hall Park (Figure 3.15-2, Sheet 6)	Park	78	City of Los Angeles	Less than 0.01 acre 200 N Spring Street, Los Angeles	Approximately 2,500 feet	Small park next to City Hall. No recreational facilities.
Proposed Connect US Cycle Tracks (Figure 3.15-2, Sheet 6)	Cycle Tracks	79	City of Los Angeles	1.76 mile Primarily along Cesar E. Chavez Avenue from Grand Avenue to Pleasant Avenue. Along Pleasant Avenue from Cesar E. Chavez Avenue to Boyle Avenue/1st Street.	0 feet (within the project footprint)	Public improvement plan identifying bike and pedestrian improvements to and from Los Angeles Union Station.

Source: California High-Speed Rail Authority, 2020

<sup>1</sup> The Planned Phase 3 of the San Fernando Bike Path (Map ID No. 3) is a proposed Class I (off-street) bike path that would extend from the Burbank/Los Angeles city limits to the Downtown Burbank Metrolink Station (Figure 3.15-2, Sheets 1 and 2). This bike path is a unique recreational resource and is separate from the San Fernando Railroad Bike Path (Map ID No. 23), which is a proposed Class I (off-street) bike path that would extend from the northern limits to the southern limits of the City of Glendale (Figure 3.15-2, Sheets 2 through 4).

<sup>2</sup> The San Fernando Railroad Bike Path (Map ID No. 23) is a proposed Class I (off-street) bike path that would extend from the northern limits to the southern limits of the City of Glendale (Figure 3.15-2, Sheets 2 through 4). This bike path is a unique recreational resource and is separate from the Planned Phase 3 of the San Fernando Bike Path (Map ID No. 3), which is a proposed Class I (off-street) bike path that would from the Burbank/Los Angeles city limits to the Downtown Burbank Metrolink Station (Figure 3.15-2, Sheets 1 and 2).

Caltrans = California Department of Transportation

### 3.15.6.2 No Project Alternative

Under the No Project Alternative, recent development trends within the Burbank to Los Angeles Project Section are anticipated to continue, leading to ongoing impacts on recreational resources. Development trends would lead to minor increases in population. Although there would be minor increases in population, these increases would not result in indirect effects associated with increased utilization of recreational resources. Planned recreational resource developments would help to relieve the strain on existing facilities and minimize impacts on recreational resources. In addition, related county and city ordinances contain provisions for funding, acquiring, and maintaining public parks and recreational facilities adequate to meet the needs of future planned growth. While the No Project Alternative would include other transportation and development projects, planned projects under the No Project Alternative would undergo environmental review and any potential effects on recreational resources would be analyzed and mitigated.

### 3.15.6.3 High-Speed Rail Build Alternative

#### Construction Impacts

Construction of the HSR Build Alternative would involve demolition of existing structures; clearing and grubbing; reduction of permeable surface area; handling, storing, hauling, excavating, and placing fill; possible pile driving; and construction of aerial structures, bridges, road modifications, utility upgrades and relocations, HSR electrical systems, and railbeds. Construction activities are further described in Chapter 2, Alternatives.

#### **Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction**

Temporary impact areas require the temporary use of land from recreation areas, bike paths, or trails. Construction of the HSR Build Alternative could require temporary closures of those resources and/or temporary detours of bike paths and trails; create a temporary barrier for access to/from a resource; or temporarily prevent the use of the established recreational resource.

Construction of the HSR Build Alternative would temporarily diminish access to the planned Phase 3 of the San Fernando Bike Path, the planned Burbank Western Channel Bike Path, the planned Chandler Road Bikeway, the Los Angeles River Bike Path (Planned Extension), the proposed Taylor Yard G2 River Park, and Albion Riverside Park prior to implementation of IAMFs or mitigation measures. If planned resources do not exist at the time of construction of the HSR Build Alternative, there would be no temporary impacts from construction on these resources.

- **San Fernando Bike Path (Planned Phase 3)**—The HSR Build Alternative would require a temporary construction easement on a 0.4-mile portion of this planned resource. The remaining portion of the bike path outside of the construction area would remain open for public use during construction. If the planned bike path exists at the time of HSR construction, construction activities could temporarily disrupt connectivity and use of the bike path. However, detours would be implemented during construction, in coordination with the official with jurisdiction over the bike path, so that access would be maintained around the construction area.
- **Burbank Western Channel Bike Path (Planned)**—The HSR Build Alternative 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 temporary construction easement would be required for the relocation of oil and fiber-optic lines from the railroad to underneath Flower Street. The duration of construction in the temporary construction easement area would be temporary and would be less than the total time needed to construct the entire project. If the planned Phase II of the Burbank Western Channel Bike Path exists at the time of HSR construction, construction activities could temporarily interrupt connectivity and use of the bike path. However, detours would be implemented during construction, in coordination with the official with jurisdiction over the bike path, so that access would be maintained around the construction area.

- **Chandler Road Bikeway (Planned)**—The HSR Build Alternative would require a temporary construction easement on a 0.16-mile portion of the proposed alignment for the planned Chandler Road Bikeway extension. If the planned bikeway exists at the time of HSR construction, the temporary construction easement would be required for temporary staging activities during the removal of existing industrial tracks adjacent to the Chandler Road Bikeway. Construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities would be conducted on the planned extension of the bike path, which is adjacent to the existing resource just east of N Victory Boulevard. The duration of construction in the temporary construction easement area would be temporary and would be less than the total time needed to construct the entire project.
- **Proposed Taylor Yard G2 River Park**—The HSR Build Alternative would require an approximately 0.7-acre temporary impact area in the existing access road adjacent to the park during construction. The land is currently an undeveloped parcel proposed for parkland as part of the Los Angeles River Revitalization Master Plan. All improvements associated with the HSR Build Alternative would be completed on an existing access road. Project improvements in this area would include reconfiguration of the existing access road, which would continue to serve as an access road following project completion. In addition, if the park exists at the time of construction, the park would remain open during construction; however, the access road may be temporarily closed during project construction and alternate access routes would be provided. If the proposed park does not exist at the time of construction, no temporary impacts related to access would occur.
- **Los Angeles River Bike Path (Planned Extension)**—The HSR Build Alternative may require temporary construction easements on portions of the planned extension. The remaining portion of the existing Los Angeles River Bike Path and portions of the extension outside of the construction area would remain open for public use during construction. If the extension of the Los Angeles River Bike Path is existing at the time of HSR construction, construction activities would temporarily interrupt connectivity and use of the bike path. However, 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.
- **Albion Riverside Park**—A 0.12-acre portion of the park would be required for temporary construction activities. The land in this area currently functions as a paved area with an existing cell tower; the master plan for Albion Riverside Park indicates that this area would continue to operate as a cell tower easement area. The remaining portion of the park outside of the construction area would remain open for public use during construction. Because the existing Main Street Bridge would be closed, Albion Street would be slightly rerouted near the southern end of the park to maintain connectivity to Main Street. As a result, access to the park along the southern portion of Albion Street may be affected temporarily during construction. However, access to the park in other areas would remain open for park users. Following construction, access to the entire park would be restored.

According to Section 3.2, Transportation, construction of the HSR Build Alternative would result in increased delays to some signalized intersections, unsignalized intersections, and changes to roadway segment volume-to-capacity ratios. The Authority would implement TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, and TR-IAMF#7 to minimize construction-related traffic delays for public access. TR-IAMF#2 requires the contractor to prepare a Construction Transportation Plan for the purpose of minimizing the impacts of construction and construction traffic on adjoining and nearby roadways and providing safe vehicular and pedestrian access during construction. TR-IAMF#4 and TR-IAMF#5 require the contractor to prepare specific construction management plans to address the maintenance of pedestrian and bicycle access during the construction period where feasible (i.e., meeting design, safety, and Americans with Disabilities Act requirements). TR-IAMF#7 requires truck traffic, either for excavation or for transporting construction materials to the site, to use the designated truck routes within each city. This would minimize the construction-related delays on local roadways. Although traffic delays would extend the travel time to

recreational resources, with implementation of the IAMFs listed above, the delays would not prevent the use of the resources.

The Authority would also adhere to PK-IAMF#1, which requires the contractor to prepare and submit to the Authority a technical memorandum identifying project design features to be implemented to minimize impacts on recreational resources. However, construction activities associated with the HSR Build Alternative could still temporarily diminish access to the recreational resources identified above.

Construction of the HSR Build Alternative would not result in diminished access at the remaining parks in the RSA.

#### **CEQA Conclusion**

The impact under CEQA would be less than significant to the proposed Taylor Yard G2 River Park with implementation of TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, TR-IAMF#7, and PK-IAMF#1 during construction of the HSR Build Alternative.

The impact under CEQA would be significant to the planned Phase 3 of the San Fernando Bike Path, the planned Burbank Western Channel Bike Path, the planned Chandler Road Bikeway, the Los Angeles River Bike Path (Planned Extension), and Albion Riverside Park because construction of the HSR Build Alternative would result in diminished access as a result of temporary construction easements, temporary impact areas, temporary closures, and temporary detours. Even with implementation of TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, TR-IAMF#7, and PK-IAMF#1, construction of the HSR Build Alternative would result in potentially significant impacts under CEQA. The diminished access to these resources could influence users of these resources to use other nearby recreational resources. The increased use of other nearby recreational resources could result in their substantial physical deterioration. Therefore, CEQA requires mitigation.

In addition to TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, TR-IAMF#7, and PK-IAMF#1, which would minimize impacts related to temporary impact areas, closures, and detours, the following mitigation measures would be implemented. PR-MM#1, Temporary Restricted Access to Park Facilities during Construction, would require the contractor to prepare a technical memorandum documenting how connections to the unaffected park portions and nearby roadways are maintained during construction. PR-MM#3, Temporary Closures and Detours of Existing Trails and Bicycle Lanes, would require the design-build contractor to develop a Trail and Bicycle Lane Facilities Plan addressing the short-term project impacts on existing trails and bicycle lanes within the construction limits of the project. PR-MM#5, Temporary Use of Land from Park, Recreation, or School Play Areas during Construction, would also be implemented to reduce the size of temporary impact areas, restrict access to temporary impact areas for public safety, provide signing at fenced-off areas with information on the completion date of the use of the land, require consultation with the property owner/operator on the temporary replacement of recreational uses, and return the land used for each temporary impact area to the owner in its original or better condition when construction in an area has been completed and the temporary impact area is no longer needed. Implementation of these measures would ensure access to recreational facilities is maintained during construction such that any increase in use of nearby recreational resources would be minimal and would not result in substantial physical deterioration.

With implementation of these mitigation measures, construction impacts due to temporary impact areas, temporary facility closures, or temporary detours associated with the HSR Build Alternative would be less than significant pursuant to CEQA. Table 3.15-6 in Section 3.15.9, CEQA Significance Conclusions, lists each resource impacted by the HSR Build Alternative and the specific mitigation measures necessary to reduce the impact level of significance to less than significant.

#### ***Impact PK #2: Air Quality, Noise, Vibration, and Visual Impacts during Construction***

During construction, park and trail users could experience short-term air quality, noise, vibration, and/or visual impacts associated with construction activities, including grading and equipment operations. Construction activities would generate fugitive dust near recreational resources. If generated in high enough quantities, fugitive dust could contribute to health concerns or nuisance impacts that could disrupt recreational activity and user experience at these recreational resources.

Noise and vibration generated from construction activities would indirectly, intermittently, and temporarily affect recreational activity and user experience at some recreational resources. Construction activities and equipment visible from parks and recreational facilities could result in visual changes for users, depending on the distance of the recreation resource and whether there are any physical barriers blocking the construction activities from view.

The 2,500-foot RSA for parks, recreation, and open space was developed in order to capture all parks, recreation, and open space resources within the RSAs established for noise and visual resources (a 2,500-foot and a 1,320-foot buffer, respectively). However, certain proximity impacts, such as fugitive dust, vibration, and visual impacts, are generally more localized near the project footprint, while noise impacts may reach greater distances. Therefore, the distance threshold for evaluating these construction noise impacts was based on a review of noise screening distances provided in the *Burbank to Los Angeles Project Section Noise and Vibration Technical Report* (Authority 2018). A distance of 250 feet was used as the distance threshold for evaluating construction-related noise impacts, which corresponds to the FRA screening distance for potential noise effects from a new rail corridor in an urban/noisy suburban area that is obstructed by rows of buildings assumed to be 200, 400, 600, 800, and 1,000 feet parallel to the guideway. The 250-foot distance is a conservative estimate because the recreational resources are located within an existing rail corridor rather than a new rail corridor; therefore, any properties outside the 250-foot threshold would be unlikely to be affected by substantial noise impacts from the project. As stated above, construction-related fugitive dust, vibration, and visual impacts are generally more localized than noise impacts and would apply to properties closer to the project footprint. Therefore, no construction-related noise, fugitive dust, or visual impacts are anticipated for properties outside of the 250-foot distance threshold.

These potential short-term impacts are also described in Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; and Section 3.16, Aesthetics and Visual Quality. The construction-related activities of the HSR Build Alternative would potentially result in short-term impacts if fugitive dust, noise, and visual changes from construction activities and equipment would result in a diminished capacity to use the resource for specific and defined recreational activities. Diminished capacity to use these resources could influence users of these resources to use other nearby recreational resources. The increased use of other nearby recreational resources could result in their substantial physical deterioration.

Out of a total of 79 resources within the RSA (shown on Figure 3.15-2 and described in Table 3.15-3), 49 resources were identified that would result in no use or minimal potential for construction-related fugitive dust, noise, and visual impacts. These resources would not be directly or indirectly affected by the HSR Build Alternative, as their distance from the project footprint (i.e., greater than 250 feet) would make such impacts unlikely. Either these resources are separated from the project by multiple buildings and parking lots, the HSR trains would operate underground beneath or near the resources, or only minor street improvements or utility relocations within the street right-of-way would be required near the resources. Therefore, construction-related fugitive dust, noise, or visual impacts would not occur to these resources, and users of these resources would not use nearby recreational resources to the extent that physical deterioration of those alternative resources would occur.

Impact PK #2 is applicable to the remaining 30 recreational resources:

- San Fernando Bike Path (planned)
- Robert E. Gross Park
- Providencia Elementary School
- Monterey High School/Magnolia Park School
- Burbank Western Channel Bike Path (planned)
- Five Points Plaza
- Chandler Road Bikeway (planned)
- Golden State Connector Bike Path (Caltrans replacement pedestrian bridge)
- San Fernando Railroad Bike Path (planned)
- Los Angeles River Bike Path (planned extension)

- Griffith Manor Park
- Pelanconi Park
- Verdugo Wash Bike Path (planned)
- Pacific Park and Community Center
- Chevy Chase Park and Recreation Center
- Cerritos Elementary School
- Cerritos Park
- Los Feliz Charter School for the Arts
- Sotomayor Learning Academies
- Rio de Los Angeles State Park
- Proposed Taylor Yard G2 River Park
- Cypress Park and Recreation Center
- Los Angeles River Center and Gardens Park
- Confluence Park
- Elysian Park (including Point Grandview Park and Buena Vista Meadow Picnic Area)
- Albion Riverside Park
- PUC Milagro Charter School
- Los Angeles State Historic Park
- Play area at William Mead Homes
- Proposed Connect US Cycle Tracks

The HSR Build Alternative would implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (AQ-IAMF#1). This would minimize the amount of fugitive dust that could affect nearby users of the recreational resources. However, according to the air quality analysis (Section 3.3), emissions of fugitive dust under the HSR Build Alternative are expected to be in a high concentration that could compromise the health of sensitive receptors (i.e., users of the recreational resources). Some users of these recreational resources may choose to stop using the resources and start using other resources during construction because of fugitive dust emissions. As a result, there could be an increase in the use of other nearby recreational resources.

Prior to construction, the contractor would prepare a noise and vibration technical memorandum documenting how the Federal Transit Administration and FRA guidelines for minimizing construction noise and vibration impacts would be employed when work is being conducted within 1,000 feet of sensitive receptors, per the requirements included in N&V-IAMF#1. However, noise from construction would likely be audible at the resources listed above. In addition, some construction activities may cause groundborne vibration, most notably excavation for trenching and vibro-compaction for ground improvements. Although it is unlikely that such equipment would be used close enough to sensitive structures to have any substantial damage impacts, there could be some potential for vibration annoyance or interference with the use of sensitive equipment. As a result, some users of these recreational resources may choose to stop using the resource and start using other resources during construction. As a result, there could be an increase in the use of other nearby recreational resources.

Adherence to AVR-IAMF#1 and AVR-IAMF#2 would minimize visual changes experienced by users of recreational resources by documenting how the Authority's aesthetic guidelines have been employed and documenting the Authority's aesthetic review process. Due to the proximity of the project footprint to the resources listed above, construction activities and equipment would be visible to users of these resources. This would result in a temporary change to user views for this distance. Although visual changes during construction would not prevent use of the resource, they may influence some users of the resource to instead use alternative, nearby recreational resources that do not experience visual changes.

#### **CEQA Conclusion**

The impact under CEQA would be less than significant to the 30 resources listed above with implementation of AQ-IAMF#1, N&V-IAMF#1, AVR-IAMF#1, and AVR-IAMF#2 during construction of the HSR Build Alternative.

While adherence to AQ-IAMF#1 would reduce emissions of fugitive dust, emissions of fugitive dust under the HSR Build Alternative are expected to be in a high concentration that could compromise the health of users of the resources within the RSA. Similarly, while adherence to N&V-IAMF#1 would reduce temporary construction noise and vibration impacts, some users may use alternative, nearby recreational resources that experience lower construction noise levels. In addition, while adherence to AVQ-IAMF#1 and AVQ-IAMF#2 would minimize visual changes experienced by users of recreational resources, temporary visual impacts may influence some users of the resources to instead use alternative, nearby recreational resources that do not experience visual changes.

Although fugitive dust, noise, vibration, and visual impacts during construction may influence users to choose alternative recreational resources and thereby increase the use of those resources, it is not anticipated that the temporary increase would be large enough to result in substantial physical deterioration of the alternative resources. Therefore, the impact under CEQA would be less than significant and CEQA does not require mitigation.

***Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction***

The permanent acquisition and/or permanent conversion of property from recreational resources could prevent the use of the remaining recreational resources at those properties. Depending on the size and location of the property acquisition and/or conversion, that acquisition and/or conversion could potentially reduce the capacity, function, and/or value of the resource. Impact PK #3 is applicable to the following recreational resources:

- **San Fernando Bike Path (Planned Phase 3)**—Phases 1 and 2 of the San Fernando Bike Path, totaling approximately 6 miles outside the study area, have already been constructed. Phase 3 of the San Fernando Bike Path 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 HSR Build Alternative would require a permanent easement on a 0.28-mile portion of the planned Phase 3 of the San Fernando Bike Path in the city of Burbank, between Burbank Boulevard and Chandler Boulevard, where the bike path is planned to run adjacent to the Lockheed Channel and to the east of the Burbank Water Reclamation Plant. In this area, the addition of HSR tracks would allow no room to accommodate the Class I bike path. Therefore, to accommodate the construction of electrified tracks within the existing railroad right-of-way, this 0.28-mile portion of the planned Class I bike path would be rerouted as a Class II bike lane along N Lake Street, approximately 300 feet to the west of the Burbank Water Reclamation Plant.
- **San Fernando Railroad Bike Path (Planned)**—The HSR Build Alternative 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 construction and 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 San Fernando Railroad Bike Path does not exist at the time of construction, the Authority will be required to 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. Therefore, no permanent easements or acquisitions would be required if the planned bike path is rerouted prior to HSR construction. If the planned San Fernando Railroad 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.
- **Rio de Los Angeles State Park**—Construction of the HSR Build Alternative would require permanent improvements to 0.56 acre of land along the southern boundary of the park. The existing access road would be lowered adjacent to the park, which would require grading of the existing vegetated slope within the park boundary.

- **Los Angeles River Bike Path (Planned Extension)**—Construction of the HSR Build Alternative may require permanent easements along the planned extension of the Los Angeles River Bike Path. 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. If the planned extension does not exist at the time of construction, the Authority will be required to 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. Therefore, no permanent easements or acquisitions would be required if the planned extension is rerouted prior to HSR construction.
- **Proposed Taylor Yard G2 River Park**—Construction of the HSR Build Alternative would require the permanent acquisition of approximately 1.6 acres of land within existing public right-of-way adjacent to the proposed Taylor Yard G2 River Park for improvements to the existing access road and underpass. These proposed improvements would not alter the function of the park because the improvements would only include work on the existing access road. Therefore, the project would not adversely affect the activities, features, or attributes of the property.
- **Albion Riverside Park**—Construction of the HSR Build Alternative would require a permanent easement on three localized areas within a 0.12-acre portion of land in the southern corner of the park. In this area, the permanent easement would be required to construct the pier walls necessary to support the new Main Street roadway bridge. A permanent aerial easement would also be required over 0.12 acre of land in the park for bridge access in the same area as the permanent easement. 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 no recreational amenities exist. The land in this permanent impact area currently functions as a paved area with an existing cell tower; the master plan for Albion Riverside Park indicates that this area would continue to operate as a cell tower easement area. Therefore, the project would not adversely affect the activities, features, or attributes of the property.

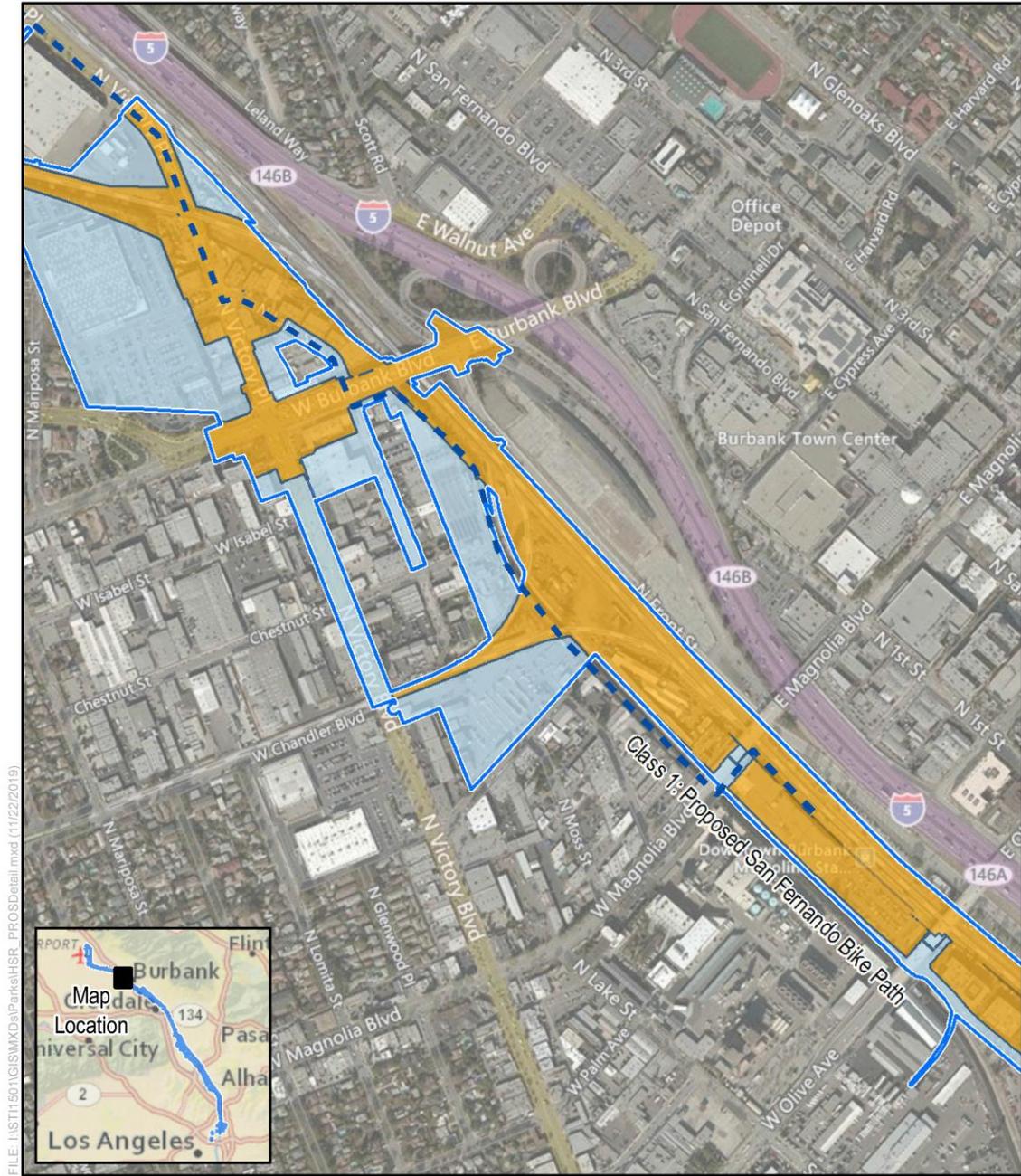
PK-IAMF#1 would be implemented to identify project design features to provide safe and attractive access for present travel modes to the portions of the existing or planned parks that would not be acquired or converted for construction of the HSR Build Alternative.

Figure 3.15-3 (Sheets 1 through 4) shows the recreational resources in the RSA where potential permanent impacts would occur.

#### **CEQA Conclusion**

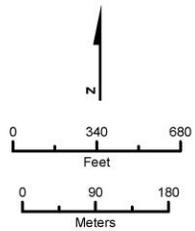
The impact under CEQA would be less than significant for Rio de Los Angeles State Park, proposed Taylor Yard G2 River Park, and Albion Riverside Park because the permanent easements and acquisitions required for construction of the HSR Build Alternative would maintain the capacity, function, and values of these parks and would not prevent the use of recreational activities. Therefore, users of these resources would not be influenced to use other nearby recreational resources, resulting in substantial physical deterioration. Therefore, CEQA does not require mitigation for these three resources.

The impact under CEQA would be significant for the planned San Fernando Bike Path, the planned San Fernando Railroad Bike Path, and the Los Angeles River Bike Path (Planned Extension) because the permanent easements and acquisitions required for construction of the HSR Build Alternative would prevent the use of recreational activities if these planned resources exist at the time of construction. Even with implementation of PK-IAMF#1, construction-related property acquisition impacts on these resources would be significant under CEQA. Therefore, CEQA requires mitigation.



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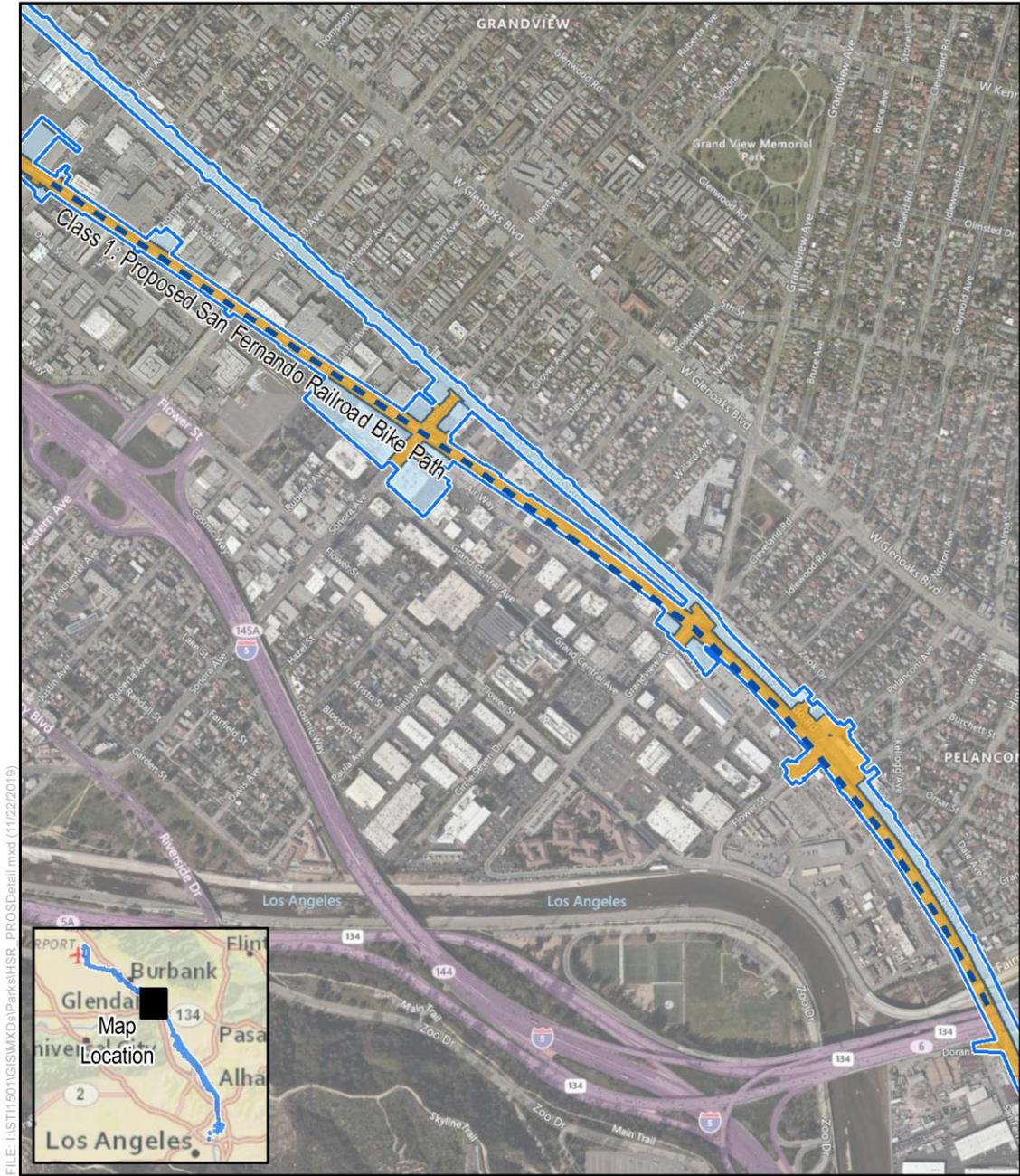
PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Glendale (2016); City of Burbank (2016)



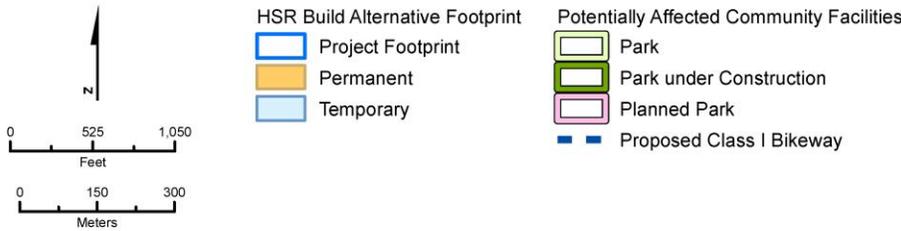
- |  |  |
|--|--|
| <b>HSR Build Alternative Footprint</b>   | <b>Potentially Affected Community Facilities</b>   |
| <span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px;"></span> Project Footprint | <span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> Park                    |
| <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Permanent        | <span style="border: 2px solid green; display: inline-block; width: 15px; height: 10px;"></span> Park under Construction |
| <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> Temporary     | <span style="border: 1px solid pink; display: inline-block; width: 15px; height: 10px;"></span> Planned Park             |
|  | <span style="border-bottom: 2px dashed blue; display: inline-block; width: 15px;"></span> Proposed Class I Bikeway       |

**Figure 3.15-3 Potential Permanent Impacts**

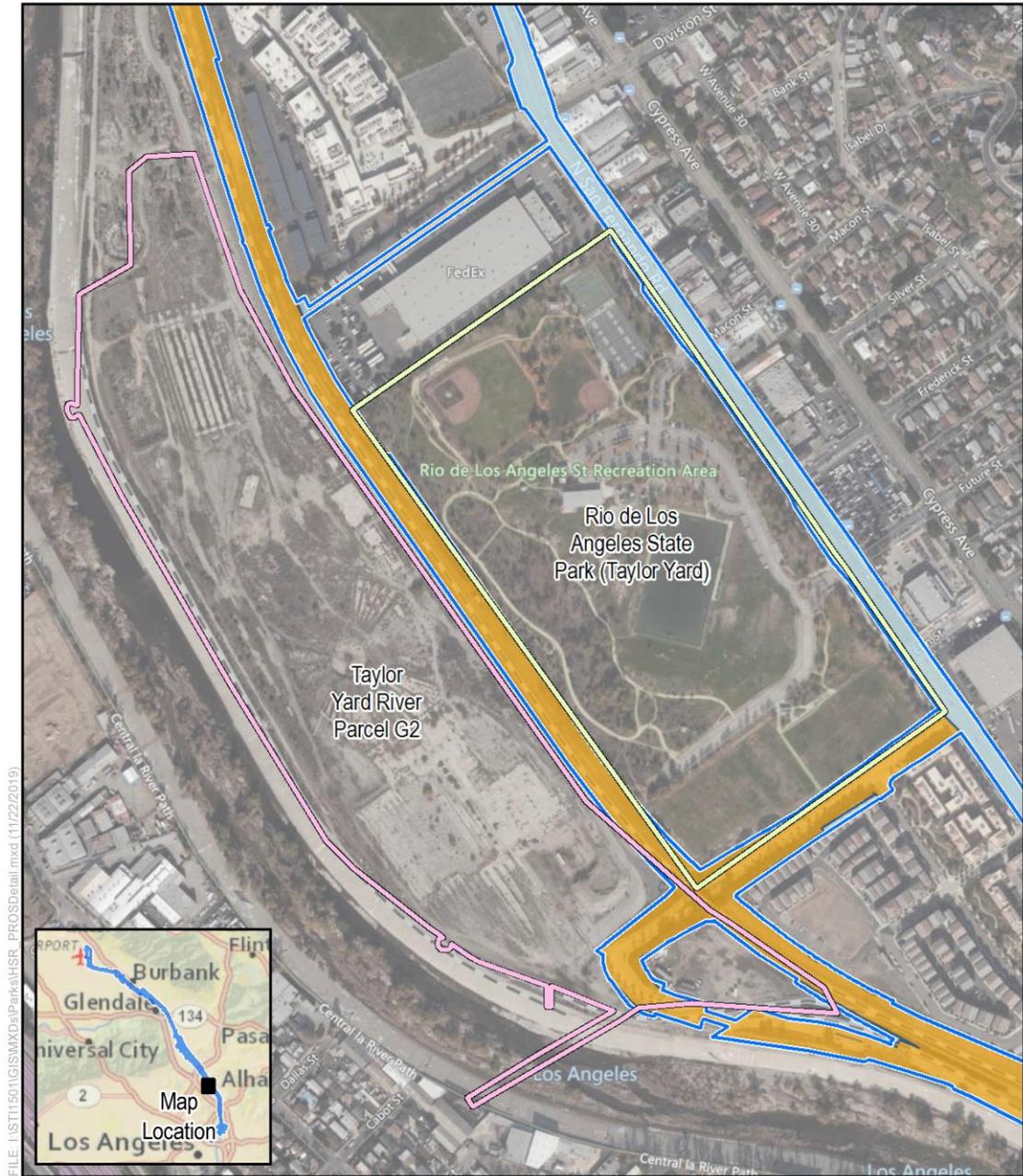
(Sheet 1 of 4)



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Burbank (2016); City of Glendale (2016); City of Los Angeles (2016)

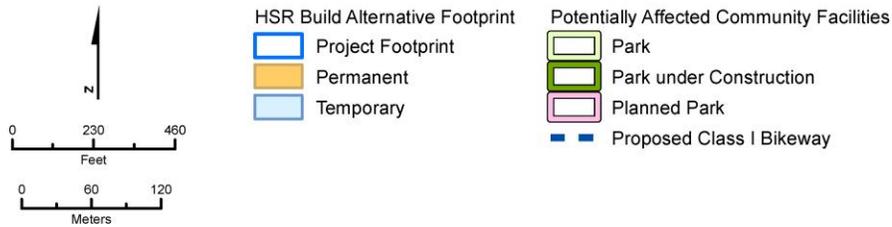


**Figure 3.15-3 Potential Permanent Impacts**  
 (Sheet 2 of 4)



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 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Glendale (2016); City of Burbank (2016)



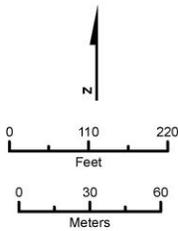
**Figure 3.15-3 Potential Permanent Impacts**

(Sheet 3 of 4)



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PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: Bing Maps (2018); CAHSRA (11/2019); Los Angeles Geohub (2016); City of Glendale (2016); City of Burbank (2016)



- |                                 |                   |   |                          |
|---------------------------------|-------------------|---|--------------------------|
| HSR Build Alternative Footprint |                   | Potentially Affected Community Facilities |                          |
|                                 | Project Footprint |   | Park                     |
|                                 | Permanent         |   | Park under Construction  |
|                                 | Temporary         |   | Planned Park             |
|                                 |                   |   | Proposed Class I Bikeway |

**Figure 3.15-3 Potential Permanent Impacts**  
 (Sheet 4 of 4)

Mitigation measure PR-MM#4, described in Section 3.15.7, Mitigation Measures, would be implemented to reduce construction-related acquisition impacts by requiring the Authority to consult with the officials with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity for existing and planned bicycle and routes. Therefore, with implementation of PR-MM#4, construction impacts on the planned Phase 3 of the San Fernando Bike Path and Los Angeles River Bike Path (Planned Extension) due to the permanent conversion of property from recreational resources to rail right-of-way associated with the HSR Build Alternative would also be reduced to less than significant pursuant to CEQA with implementation of PR-MM#4.

Construction impacts on the planned San Fernando Railroad Bike Path due to the permanent conversion of property from recreational resources to rail right-of-way associated with the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA. Table 3.15-6 in Section 3.15.9, CEQA Significance Conclusions, provides details for each resource impacted by the HSR Build Alternative and the level of significance pursuant to CEQA.

***Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction***

Project plans may conflict or interfere with the implementation of a planned recreational facility.<sup>1</sup> Conflicts between the proposed HSR Build Alternative and a planned recreational resource could prevent the use of the planned resource or result in a diminished capacity, function, and/or value of the planned resource. Diminished capacity, function, and/or value of planned resources may influence users to utilize nearby recreational resources, which may lead to physical deterioration of those nearby resources. Impact PK #4 is applicable to the following recreational resources:

- **San Fernando Bike Path (Planned Phase 3)**—If not operational at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of 0.73 acre of land planned for the Phase 3 of the San Fernando Bike Path.
- **San Fernando Railroad Bike Path (Planned)**—If the planned bike path is not yet operational at the time the HSR Build Alternative is constructed, all of the land for the planned bike path (6.46 acres) would be permanently incorporated to accommodate the HSR alignment.
- **Los Angeles River Bike Path (Planned Extension)**—If the planned extension of the Los Angeles River Bike Path is not yet operational at the time the HSR Build Alternative is constructed, portions of the currently proposed alignments would be permanently converted to rail right-of-way.

PK-IAMF#1 would be implemented to identify project design features to provide safe and attractive access for present travel modes to the portions of the planned parks and resources that would not be acquired or converted for construction of the HSR Build Alternative.

**CEQA Conclusion**

The impact under CEQA would be significant for the planned Phase 3 of the San Fernando Bike Path, the planned San Fernando Railroad Bike Path, and the Los Angeles River Bike Path (Planned Extension) as a result of the changes to planned parks and recreational facilities required for construction of the HSR Build Alternative. With implementation of PK-IAMF#1, the impact under CEQA from conflicts or interference with planned recreational facilities would still be significant. Therefore, CEQA requires mitigation.

Mitigation measure PR-MM#4, described in Section 3.15.7, Mitigation Measures, would be implemented to further reduce construction-related impacts on the resources listed above by requiring the Authority to consult with the officials with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity for existing and planned bicycle routes. Therefore, through implementation of

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<sup>1</sup> If planned resources are operational at the time the HSR Build Alternative is constructed, permanent impacts would occur and the impacted portions or entire resource would be rerouted to maintain access and connectivity, as described in Impact PK #5 below.

Mitigation measure PR-MM#4, construction impacts on the planned Phase 3 of the San Fernando Bike Path and the Los Angeles River Bike Path (Planned Extension) due to permanent acquisition of property planned for publicly owned parks and permanent conversion of property planned for publicly owned parks associated with the HSR Build Alternative would be less than significant pursuant to CEQA. Table 3.15-6 in Section 3.15.9, CEQA Significance Conclusions, provides details for each resource impacted by the HSR Build Alternative and the level of significance pursuant to CEQA.

Construction impacts on the planned San Fernando Railroad Bike Path due to the permanent conversion of property from recreational resources to rail right-of-way associated with the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA. Table 3.15-6 in Section 3.15.9, CEQA Significance Conclusions, provides details for each resource impacted by the HSR Build Alternative and the level of significance pursuant to CEQA.

### **Operations Impacts**

Operation of the HSR Build Alternative would include inspection and maintenance along the track and railroad right-of-way, as well as on the structures, fencing, power system, train control, electric interconnection facilities, and communications system. Operation of the HSR Build Alternative could result in increased noise and visual impacts on nearby park and recreational areas, and school play areas due to train activity, location of permanent structures, fencing and support facilities, and maintenance activities. Operations and maintenance are described in Chapter 2, Alternatives.

#### ***Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation***

Operation of the HSR Build Alternative could also increase the use of recreational resources within the RSA. However, as discussed in Section 3.18.6, Environmental Consequences, of Section 3.18, Regional Growth, the HSR Build Alternative would not result in any significant permanent increases in resident or worker population within the general area of the project corridor or within any localized areas in the vicinity. The HSR Build Alternative would raise the projected population by only approximately 0.18 percent (20,777 people) in Los Angeles County and 0.018 percent (606 people) in Orange County beyond that anticipated under the No Project Alternative by 2040. Because the increase in population would be minor and spread throughout Los Angeles County, it is not anticipated that the HSR Build Alternative would result in substantial physical deterioration of the recreational resources within the subsection as a result of increased utilization of the resource. In addition, these increases would not result in indirect effects associated with increased utilization of recreational resources, as there is currently a surplus of regional parkland in Los Angeles County based on the county's 2035 General Plan Update goal of 6 acres of parkland for every 1,000 residents. The county's 2035 General Plan Update EIR (Los Angeles County 2014) states that at full buildout, the county's current parkland would still meet this goal.

The operation of the HSR Build Alternative in the long term could also result in access, noise, and/or visual impacts at recreation areas in a park or a school, and/or along a bike path or trail. The resource patrons could experience increased noise from high-speed train operations and/or visual degradation of views to and from the recreational resource. These potential long-term impacts are described in Table 3.15-3 and in Section 3.4, Noise and Vibration; Section 3.16, Aesthetics and Visual Quality; and Chapter 4, Section 4(f) and 6(f) Evaluations. Potential impacts include views of the permanent safety fencing around the HSR Build Alternative; views of trains, tracks, new structures, lighting, and signage; and access impacts (including grade separations) as a result of project improvements and permanent easements and acquisitions associated with operation of the HSR Build Alternative.

These permanent impacts could have the potential to result in changes in the character of the resource or the functions and values of the resource. This change in the character, function, and/or value of recreational resources may influence users to utilize nearby recreational resources, potentially resulting in substantial physical deterioration of those nearby resources.

Users of the planned Phase 3 of the San Fernando Bike Path, planned San Fernando Railroad Bike Path, planned Chandler Road Bikeway, Golden State Connector Bike Path, planned Burbank Western Channel Bike Path, Los Angeles River Bike Path (Planned Extension), planned Verdugo Wash Bike Path, and proposed Connect US Cycle Tracks for active recreational activities (bicycling) would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area. In addition, based on the *Burbank to Los Angeles Project Section Noise and Vibration Technical Report* (Authority 2018), noise levels after HSR Build Alternative implementation would not result in substantial changes to facility character or use at recreational facilities. Other resources in the RSA that might have views of the HSR Build Alternative would have no operations impact related to visual changes due to a neutral effect on visual quality because of compatibility with the existing railroad corridor.

Impact PK #5 is applicable to the following parks regarding access and visual impacts during operation of the HSR Build Alternative:

- **San Fernando Bike Path (Planned Phase 3)**—Permanent easements and acquisitions required for operation of the HSR Build Alternative would reroute approximately 0.28 mile of the planned Phase 3 of the San Fernando Bike Path and would impact access to this resource if it exists at the time of HSR construction. If the planned Phase 3 of the San Fernando Bike Path does not exist at the time of construction, the Authority will be required to consult with the official with jurisdiction to identify an alternative route for the implementation of the planned resource. Therefore, no permanent easements or acquisitions would be required if the planned Phase 3 portion of the bike path is rerouted prior to HSR construction.
- **San Fernando Railroad Bike Path (Planned)**—The HSR Build Alternative 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. Therefore, if the bike path exists at the time of HSR construction, the entire San Fernando Railroad Bike Path would be removed and the Authority would be required to consult with the official with jurisdiction to relocate the entirety of this resource on an alternative route. If the bike path does not exist at the time of HSR construction, the permanent easement needed for operation of the HSR Build Alternative would preclude the planned San Fernando Railroad Bike Path from being constructed in its current alignment.
- **Los Angeles River Bike Path (Planned Extension)**—Permanent easements and acquisitions may be required for operation of the HSR Build Alternative and would impact access to this resource if it exists at the time of HSR construction. However, 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. If the planned extension does not exist at the time of construction, the Authority will be required to consult with the official with jurisdiction to identify an alternative route for the implementation of the planned extension, including maintaining connectivity. Therefore, no permanent easements or acquisitions would be required if the planned extension is rerouted prior to HSR project construction.
- **Griffith Manor Park**—During operation of the HSR Build Alternative, visual elements that would be introduced within the rail corridor include the trains, tracks, overhead contact system, new structures, lighting, and signage. In addition, the Sonora Avenue grade separation would be visible in this area. However, due to the distance from the Sonora Avenue grade separation, visual impacts from the project would not be expected to substantially affect recreational resources in the park, many of which are active uses where viewers may have a low level of awareness of visual changes because they are engaged in active recreational activities. The park is also separated from the project footprint by a parking lot with trees, which would be expected to shield the park from visual impacts resulting from the grade separation.
- **Pelanconi Park**—It is anticipated that recreational visitors to Pelanconi Park would experience a high level of exposure to visual changes, given the proximity of the park to the proposed grade separation at Grandview Avenue. Recreational viewers are often focused on

their recreational activity. However, if visitors to the park are participating in passive activities, their focus could remain on the existing view of the Santa Monica Mountains/Hollywood Hills, and their overall awareness of visual change would be high. Given the high viewer exposure to and awareness of visual change, viewer sensitivity in the area would be high.

- **Rio de Los Angeles State Park**—The project elements in this area, which is near Key Viewpoint 16, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment. In addition, a 0.56-acre portion of the park would be required for permanent improvements. 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. While the existing vegetated slope is adjacent to grass fields, this area is not developed with any recreational amenities. Therefore, access to recreational amenities would not be impacted by these permanent improvements.
- **Albion Riverside Park**—During operation, visual elements that would be introduced within the rail corridor include the trains, tracks, overhead contact system, new structures, lighting, and signage. In addition, the new Main Street roadway bridge would be visible in this area. The new Main Street Bridge would have a neutral impact on visual quality in the park because, while the new bridge would introduce a high visual change to the area (which is near Key Viewpoint 20), the bridge would be consistent with existing industrial land uses, resulting in low viewer sensitivity to the visual change. In addition, while a 0.12-acre portion of land in the southern corner of the park would be required to accommodate the pier walls necessary to support the new Main Street Bridge, this portion of the park is currently used as a paved area for an existing cell tower and no recreational uses exist in this area. Therefore, access to recreational amenities would not be impacted by these permanent improvements.

PK-IAMF#1 would be implemented to identify project design features to provide safe and attractive access for present travel modes to parks and recreational facilities. Through implementation of AVR-IAMF#1, the Authority is seeking to balance a consistent aesthetic throughout the state with the local context for the nonstation structures in the Burbank to Los Angeles Project Section. Through implementation of AVR-IAMF#2, the Authority would consult with local jurisdictions on how best to involve the community in the process and would work with the contractor and local jurisdictions to review designs and local aesthetic preferences and incorporate them into final design and construction.

#### **CEQA Conclusion**

The impact under CEQA would be less than significant for the planned Chandler Road Bikeway, Golden State Connector Bike Path, planned Burbank Western Channel Bike Path, planned Verdugo Wash Bike Path, and proposed Connect US Cycle Tracks because users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.

The impact under CEQA would be significant for the planned Phase 3 of the San Fernando Bike Path, planned San Fernando Railroad Bike Path, and Los Angeles River Bike Path (Planned Extension) because operation of the HSR Build Alternative would impact access to these recreational resources. The impact under CEQA would also be significant for Griffith Manor Park, Pelanconi Park, Rio de Los Angeles State Park, and Albion Riverside Park because operation of the HSR Build Alternative would result in significant visual changes. Even with implementation of PK-IAMF#1, AVR-IAMF#1, and AVR-IAMF#2, potential impacts related to the physical deterioration of nearby recreational facilities due to changes to recreational facility use or character from HSR Build Alternative operation would be potentially significant under CEQA. Therefore, CEQA does require mitigation.

PR-MM#2 would further address access impacts on recreational resources after construction by requiring connections to the unaffected park portions or nearby roadways to be maintained after construction. PR-MM#4 would also be implemented to require that the Authority 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. With implementation of AVR-

MM#3, the contractor would incorporate the Authority-approved aesthetic preferences for nonstation structures into final design and construction to reduce visual impacts during operation. With the implementation of Mitigation measures PR-MM#2, PR-MM#4, and AVR-MM#3, the impact under CEQA related to the physical deterioration of nearby recreational facilities resulting from changes to the use and character of recreational facilities from the HSR Build Alternative would be less than significant for the planned Phase 3 of the San Fernando Bike Path, Los Angeles River Bike Path (Planned Extension), Griffith Manor Park, Rio de Los Angeles State Park, and Albion Riverside Park.

Operations impacts on the planned San Fernando Railroad Bike Path due to the permanent easement and conversion of property from a recreational resource to rail right-of-way associated with operation of the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA.

Operations impacts on Pelanconi Park due to the permanent visual changes associated with the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA. Table 3.15-6 in Section 3.15.9, CEQA Significance Conclusions, provides details for each resource impacted by the HSR Build Alternative and the level of significance pursuant to CEQA.

### **3.15.7 Mitigation Measures**

The Authority has identified the following mitigation measures for impacts under NEPA and significant impacts under CEQA that cannot be avoided or minimized adequately by IAMFs.

#### ***PR-MM#1: Temporary Restricted Access to Park Facilities during Construction***

Prior to construction (any ground-disturbing activity impacting trails), the contractor will prepare a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways will be maintained during construction. The contractor will provide alternative access via a temporary detour of the trail using existing roadways or other public rights-of-way. The contractor will be required to provide detour signage and lighting and will provide that the alternative routes meet public safety requirements. The technical memorandum will be submitted to the California High-Speed Rail Authority (Authority) for review and approval.

#### ***Impacts from Implementing Mitigation Measure PR-MM#1***

PR-MM#1 would maintain access to trail resources via temporary trail detours using existing roadways or other public rights-of-way during construction of the HSR Build Alternative. The actions detailed in this measure could result in detours outside areas identified as temporary or permanent impact areas for the HSR Build Alternative. Temporary detours would include identification of alternative travel routes on other available routes, signing, and other activities to inform the traveling public of the detours. These activities could result in direct or indirect physical impacts that would be less than significant under CEQA.

#### ***PR-MM#2: Providing Park Access***

Prior to construction (any ground-disturbing activity affecting park access), the contractor will prepare a technical memorandum documenting how the contractor will ensure that connections to the unaffected park portions or nearby roadways will be maintained after construction. If a proposed linear park closure restricts connectivity, the contractor would provide permanent access via existing roadways or other public rights-of-way. The technical memoranda will be submitted to the Authority for review and approval.

#### ***Impacts from Implementing Mitigation Measure PR-MM#2***

PR-MM#2 would maintain connectivity to unaffected parts of parks through the use of existing roadways or other public rights-of-way after construction of the HSR Build Alternative. This would affect permanent easement and acquisition areas during operation. Those conditions are not anticipated to result in direct or indirect physical impacts under CEQA beyond those already described earlier in this section.

**PR-MM#3: Temporary Closures and Detours of Existing Trails and Bicycle Lanes**

- **Trail and Bicycle Lane Facilities Plan**—During final design, the Authority’s project engineer will require the design/build contractor to develop a Trail and Bicycle Lane Facilities Plan addressing the short-term project impacts on existing trails and bicycle lanes within the construction limits of the project. That plan will address:
  - Identifying trails and bicycle lanes that will be closed temporarily and detoured during construction
  - Preparing a public awareness and notification plan
  - Temporarily closing trails and bicycle lanes during construction
  - Developing and implementing detours for temporarily closed trails and bicycle lanes
  - Phasing of temporary trail and bicycle lane closures to allow for effective detours to maintain connectivity of these facilities around the construction areas
  - Coordinating the trail and bicycle lane closures and detours with the local jurisdictions with authority over those facilities
  - Criteria for identifying detour routes and facilities
  - Information signing for closures and detours
  - Requirements for compliance with the Americans with Disabilities Act during construction
  - Maintaining signing for closures and detours throughout the closure period and replacing lost or damaged signing
  - Restoring trails and bicycle lanes to their original or better condition at the completion of project construction
- **Temporary Closures of Trails and Bicycle Lanes**—Prior to any temporary closures of trails and bicycle lanes, the Authority’s project engineer will require the design/build contractor to coordinate with the directors of the appropriate jurisdictions’ public works and/or parks departments, or their representatives, to review the location of and need for each temporary trail or bicycle lane closure. The Authority’s Project Engineer will require the design/build contractor to develop detours for each closure in consultation with the public works and/or parks department directors or their representatives. Prior to and during construction activities that will require the temporary closure of a trail or bicycle lane, the Authority’s project engineer will require the design/build contractor to comply with and implement the procedures in the Trail and Bicycle Lane Facilities Plan, described above, for the affected trails and bicycle lanes.
- **Signing for Trail and Bicycle Lane Detours and Closures**—The Authority’s project engineer will require the design/build contractor to develop detour signs, in consultation with the appropriate jurisdictions’ public works and/or parks departments, notifying trail and bike lane users of the upcoming temporary facility closure and directing the trail and bicycle lane users to the temporary detour routes with estimated timeframes. Appropriate directional and informational signage will be provided by the project design/build contractor prior to each closure and far enough in advance of the closure so trail and bicycle lane users will not have to backtrack to get to the detour routes.
- **Contact Information at Trail and Bicycle Lane Detours**—The Authority’s project engineer will require the design/build contractor to provide detour signing that includes contact information for the Authority’s project engineer and the design/build contractor, and that informs trail users to contact the project engineer and/or the design/build contractor with questions or concerns regarding upcoming or active temporary trail and bicycle lane closures.
- **Restoration of Impacted Trail and Bicycle Lane Segments**—The Authority’s project engineer will require the design/build contractor to return trail and bike path segments closed

temporarily during construction to their original, or better, condition after completion of construction, prior to their return to the control of the applicable public works or parks department. After project construction, the Authority's project engineer will require the design/build contractor to document that access to and connectivity of the affected trails and bicycle lanes were restored.

- **Compliance with the Trails and Bicycle Lane Facilities Plan**—Compliance with the Trails and Bicycle Lane Facilities Plan will be documented in the environmental commitments record with text, photographs, maps, and correspondence, as appropriate.

***Impacts from Implementing Mitigation Measure PR-MM#3***

PR-MM#3 would set conditions for the temporary closure and/or detouring of existing trails and bicycle lanes. The actions detailed in this measure could result in detours outside areas identified as temporary or permanent impact areas for the HSR Build Alternative. Temporary detours would include identification of alternative travel routes on other available routes, signing, and other activities to inform the traveling public of the detours. These activities could result in direct or indirect physical impacts; however, the impacts would be temporary during construction and would be less than significant under CEQA.

***PR-MM#4: Replacement of Property Acquired from Existing or Planned Bicycle Routes***

During the right-of-way acquisition process, the Authority will consult with the public agency with jurisdiction over any existing or planned bicycle routes regarding the specific conditions of acquisition and replacement of the land that will be acquired.

Where property that contains existing or planned bicycle paths required for HSR improvements involves the establishment of a permanent easement or permanent conversion to rail right-of-way from lands owned by the Metro, the Authority will consult with the officials with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. The identification of the alternative route must be determined to be feasible for the intended use by the respective Public Works Department, or Parks and Recreation Department or other equivalent authority within the affected City prior to the establishment of the permanent easement or permanent conversion of the Metro-owned lands.

***Impacts from Implementing Mitigation Measure PR-MM#4***

PR-MM#4 requires identification of alternative routes for permanent impacts on property containing existing or planned bicycle paths. The specific alternative routes identified would be determined based on negotiations with the agency with jurisdiction over the affected bicycle route(s). Potential impacts of the provided land would depend on the affected land/uses and how/where the affected land/uses could be replaced. Future development of alternative bicycle routes could be subject to its own NEPA and/or CEQA analysis, as applicable, once the details of the project are known. As a result, it is not possible to determine whether land identified for alternative bicycle routes for the HSR Build Alternative would result in environmental impacts under CEQA beyond those already described in this section.

***PR-MM#5: Temporary Use of Land from Park, Recreation, or School Play Areas during Construction***

- **Temporary Impact Areas**—During final design, the California High-Speed Rail Authority's (Authority) Project Engineer will evaluate all proposed temporary impact areas in parks, recreational resources, and school play areas and will identify opportunities to further reduce the sizes of those temporary impact areas. All temporary impact areas in parks, recreational resources, and school play areas shown on the project plans and specifications will include notes that the design/build contractor cannot increase the size of any of those areas without consultation with and approval by the project engineer and appropriate subsequent environmental review.

- **Compensation for Temporary Impact Areas**—During final design, the Authority’s project engineer will consult with the affected jurisdictions and property owners to discuss the temporary impact areas needed for construction of the High-Speed Rail (HSR) Build Alternative and to determine the appropriate level of compensation for the use of land from park, recreation, or school play areas for the established temporary impact areas. It is anticipated that the compensation would be payments for the temporary use of land from those resources for the period of time that land is used for temporary impact areas during project construction.
- **Access Restrictions at Temporary Impact Areas**—The Authority’s project engineer will require the design/build contractor to fence and gate all land in parks, recreation facilities, and school play areas used for temporary impact areas. The temporary impact areas will be appropriately signed to restrict access to those areas by park and recreational resource patrons and users of school play areas. The Authority’s project engineer will require the design/build contractor to maintain the fencing throughout the time period each temporary impact area is used and to remove the fencing only after all construction activity in an area is completed, the temporary impact area is no longer needed, and the land is ready to be returned to the property owner.
- **Signing of Fenced Temporary Impact Areas**—The Authority’s project engineer will require the design/build contractor to provide signing at each temporary impact area explaining why the area is fenced and access to the temporary impact area is restricted, the anticipated completion date of the use of the land for the temporary impact area, and contact information (for both the Authority’s project engineer and the design/build contractor) for the public to solicit further information regarding the temporary impact area and the project.
- **Modifications to Recreation Uses**—In the event a temporary impact area requires the temporary use of land at a park, recreational resource, or school play area that is used for recreation purposes, the Authority’s project engineer will consult with the property owner/operator on: (1) whether the property owner/operator wants those recreation uses replaced temporarily elsewhere on the property, and (2) if temporary replacement of those recreation uses is desired, modifications that could be made to the remaining recreation area on the property to temporarily replace the recreation uses displaced by the temporary impact area. Any modifications to recreation areas outside the limits of a temporary impact area will be constructed/implemented prior to fencing and use of the temporary impact area.
- **Return of Land Used by Temporary Impact Areas to the Property Owners**—The Authority’s project engineer will require the design/build contractor to return the land used for each temporary impact area to the owner in its original or better condition when construction in an area has been completed and the temporary impact area is no longer needed. The Authority’s project engineer will require the design/build contractor to coordinate the restoration of the affected land with the property owner and the project engineer.

#### ***Impact from Implementing Mitigation Measure PR-MM#5***

PR-MM#5 sets conditions for the use of land from park, recreation, and school play areas for temporary impact areas during construction of the HSR Build Alternative. Those conditions would affect only areas within or immediately adjacent to the temporary impact areas and only temporarily during construction. Those conditions are not anticipated to result in direct or indirect physical impacts under CEQA beyond those already described earlier in this section.

Section 3.16, Aesthetics and Visual Quality describes mitigation measure AVR-MM#3, which addresses the long-term visual impacts of the HSR Build Alternative, including potential operations impacts on park, recreation, and school play area resources

### 3.15.7.1 Early Action Projects

As described in Chapter 2, Section 2.5.2.9, early action projects would be completed in collaboration with local and regional agencies. They include grade separations and improvements at regional passenger rail stations. These early action projects are analyzed in further detail to allow the agencies to adopt the findings and mitigation measures needed to construct the projects. The following parks, recreation, and open space mitigation measures listed in Table 3.15-4 would be required for the early action projects.

**Table 3.15-4 Mitigation Measures Required for Early Action Projects**

Early Action Project	Impact	Mitigation Measure
Sonora Avenue Grade Separation	Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation (Griffith Manor Park)	AVR-MM#3
Grandview Avenue Grade Separation	Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation (Pelanconi Park)	AVR-MM#3
Main Street Grade Separation	Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction (Albion Riverside Park)	PR-MM#1 PR-MM#3 PR-MM#5
	Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction (Albion Riverside Park)	PR-MM#4
	Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation (Albion Riverside Park)	PR-MM#2 AVR-MM#3

### 3.15.8 NEPA Impact Summary

This section summarizes the impacts of the HSR Build Alternative and compares them to the anticipated impacts of the No Project Alternative.

Under the No Project Alternative, recent development trends within the Burbank to Los Angeles Project Section are anticipated to continue, leading to ongoing impacts on recreational resources. Development trends would lead to minor increases in population. Although there would be minor increases in population, these increases would not result in indirect effects associated with increased utilization of recreational resources. Planned recreational resource developments would help to relieve the strain on existing facilities and minimize impacts on recreational resources. In addition, related county and city ordinances contain provisions for funding, acquiring, and maintaining public parks and recreational facilities adequate to meet the needs of future planned growth. While the No Project Alternative would include other transportation and development projects, planned projects under the No Project Alternative would undergo environmental review and any potential effects on recreational resources would be analyzed and mitigated.

During construction of the HSR Build Alternative, increases in noise and fugitive dust from construction activity would be produced at or near recreational resources, which could influence users of these resources to use alternative, nearby resources. Adherence to AQ-IAMF#1 would reduce generation of fugitive dust. Temporary visual changes would occur under the HSR Build Alternative. However, because the resources are used for active recreation, users of the resources would not be sensitive to visual changes, and the presence of HSR construction equipment and activity would not detract from regular use of the resources. Furthermore, adherence to AVQ-IAMF#1 and AVQ-IAMF#2 would reduce the visual changes experienced by users of recreational resources within the project section.

The HSR Build Alternative would have temporary and permanent construction impacts related to recreational resources as it would affect the planned San Fernando Bike Path and the planned San Fernando Railroad Bike Path, as described in Table 3.15-6.

If the planned Phase 3 of the San Fernando Bike Path and Los Angeles River Bike Path (Planned Extension) do not exist at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of land planned for these resources and the planned alignment for these resources would be rerouted. Furthermore, if the planned Phase 3 of the San Fernando Bike Path and Los Angeles River Bike Path (Planned Extension) exist at the time of HSR construction, permanent acquisitions and easements on portions of these paths would impact access and connectivity. In addition, if the planned San Fernando Railroad Bike Path does not exist at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of land planned for this bike path in Glendale and would preclude the development of this resource in its current alignment. If the planned San Fernando Railroad Bike Path exists at the time of HSR construction, permanent acquisition of the entire alignment of the bike path would result in a permanent impact from the conversion of this resource. The impacts on these resources from permanent conversion of land would result in a loss of connectivity and recreation use.

Construction of the HSR Build Alternative would also result in the permanent use of lands within Rio de Los Angeles State Park and Albion Riverside Park. However, the area of permanent use within each of these resources is minimal in size and would not adversely affect the activities, features, or attributes of the recreational resources.

Through adherence to PK-IAMF#1, temporarily diminished access from construction of the HSR Build Alternative would be reduced. Furthermore, implementation of mitigation measures PR-MM#1, PR-MM#2, PR-MM#3, PR-MM#5, and AVR-MM#3 would further reduce temporary and permanent impacts on recreational facilities.

During operation of the HSR Build Alternative, noise from passing trains and maintenance activities would be audible. However, because the resources generate their own audible noise levels through active recreation, users of the resources would not be highly sensitive to changes in external noises. Visual changes would occur as a result of operations of the HSR Build Alternative. However, because the resources are used for active recreation, users of the resources are not sensitive to visual changes, and the presence of HSR infrastructure would not detract from the regular use of the resource. In addition, adherence to AVQ-IAMF#1 and AVQ-IAMF#2 would minimize visual changes experienced by users of recreational resources during operation. However, even with implementation of AVQ-MM#3, the proposed grade separations visible at Pelanconi Park would be out of scale with the surrounding uses and the project scale would contrast with the existing visual character. As concluded in Section 3.16, Aesthetics and Visual Quality, the project's overall visual character would be incompatible with the existing visual character. Increases in resident and worker population would occur, which could increase the utilization of recreational resources within the project section during operation of the HSR Build Alternative.

### 3.15.9 CEQA Significance Conclusions

Table 3.15-5 provides a summary of the CEQA determination of significance for all construction and operations impacts discussed in Section 3.15.6.3, High-Speed Rail Build Alternative. Table 3.15-6 provides additional information regarding the CEQA significance conclusions organized by resource. Construction impacts on the planned San Fernando Railroad Bike Path due to the permanent conversion of property from recreational resources to rail right-of-way associated with the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA. In addition, impacts on the planned San Fernando Railroad Bike Path due to the permanent easement and conversion of property from a recreational resource to rail right-of-way and impacts on Pelanconi Park due to the permanent visual changes associated with the operation of the HSR Build Alternative would remain significant and unavoidable pursuant to CEQA. All other impacts would be reduced to a level of less than significant with implementation of the mitigation measures identified for the HSR Build Alternative.

**Table 3.15-5 Summary of CEQA Significance Conclusions and Mitigation Measures for Parks, Recreation, and Open Space**

Impact	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Construction</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction	Significant	PR-MM#1 PR-MM#3 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction	Significant	PR-MM#4	Significant and Unavoidable
Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction	Significant	PR-MM#4	Significant and Unavoidable
<b>Operation</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation	Significant	PR-MM#2 PR-MM#4 AVR-MM#3	Significant and Unavoidable

**Table 3.15-6 Summary by Resource of CEQA Significance Conclusions and Mitigation Measures for Parks, Recreation, and Open Space**

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Planned Phase 3 of the San Fernando Bike Path-Burbank</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. The HSR Build Alternative would require a 1-acre temporary impact area along a 0.4-mile portion of the bike path during construction.	Significant	PR-MM#1 PR-MM#3 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views during construction.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. If the bike path is operational at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of 0.73 acre of the bike path.	Significant	PR-MM#4	Less than Significant
Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction. If not operational at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of 0.73 acre of land planned for the bike path.	Significant	PR-MM#4	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would relocate a 0.28-mile portion of the planned Class I bike path. Project implementation would still allow for the planned Phase 3 of the San Fernando Bike Path to connect to the Downtown Burbank Metrolink Station, which is being designed to accommodate the bike path.	Significant	PR-MM#2 PR-MM#4	Less than Significant
<b>Robert E. Gross Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Monterey High School/Magnolia Park School</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Burbank Western Channel Bike Path</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. The HSR Build Alternative would require a 0.11-acre temporary construction easement at the northernmost point of the planned Burbank Western Channel Bike Path during construction.	Significant	PR-MM#1 PR-MM#3 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to access, air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would result in permanent visual and noise impacts on the planned bike path; however, users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Five Points Plaza</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to access, air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Chandler Road Bikeway</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. The HSR Build Alternative would require a 0.27-acre temporary construction easement on the planned bike path.	Significant	PR-MM#1 PR-MM#3 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to access, air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would result in permanent visual and noise impacts on the planned bikeway; however, users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Golden State Connector Bike Path (Caltrans Replacement Pedestrian Bridge)</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would result in permanent visual and noise impacts on the bike path; however, users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Planned San Fernando Railroad Bike Path</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views during construction.	Less than Significant	No mitigation measures are required	Less than Significant

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. If the proposed bike path is operational at the time the HSR Build Alternative is constructed, the entire bike path (6.46 acres) would be permanently incorporated into the permanent easement area required for the HSR right-of-way.	Significant	PR-MM#4	Significant and Unavoidable
Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction. If the planned bike path is not yet operational at the time the HSR Build Alternative is constructed, all of the land for the planned bike path (6.46 acres) would be permanently incorporated into the permanent easement area required for the HSR right-of-way.	Significant	PR-MM#4	Significant and Unavoidable
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would require a permanent easement along the entire planned bike path to operate. 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 does not exist at the time of HSR construction.	Significant	PR-MM#4	Significant and Unavoidable
<b>Providencia Elementary School</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>PUC Milagro Charter School</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Proposed Connect US Cycle Track</b>			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would result in permanent visual and noise impacts on the proposed cycle tracks; however, users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Los Angeles River Bike Path (Planned Extension)</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. The HSR Build Alternative would require temporary construction easements on the planned bike path extension.	Significant	PR-MM#1 PR-MM#3 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. The HSR Build Alternative would result in the permanent acquisition of portions of the planned extension if it exists at the time of construction.	Significant	PR-MM#4	Less than Significant

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Impact PK #4: Changes to Planned Parks and Recreational Resources Due to Construction. If not operational at the time of HSR construction, the HSR Build Alternative would result in the permanent conversion of land planned for the bike path extension.	Significant	PR-MM#4	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would permanently acquire portions of the planned extension. Project implementation would still allow for the planned extension to be rerouted around these portions to provide access and continuity for the entire 8-mile planned extension and existing 7-mile path.	Significant	PR-MM#2 PR-MM#4	Less than Significant
<b>Griffith Manor Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The permanent improvements under the HSR Build Alternative would be similar to the existing conditions along the existing rail right-of-way. Users of Griffith Manor Park would experience access, noise, and visual conditions similar to the existing setting at recreation areas in the park. However, the Sonora Avenue grade separation would be visible in this area.	Significant	AVR-MM#3	Less than Significant
<b>Pelanconi Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. Pelanconi Park would experience a high level of exposure to visual changes given the proximity of the park to the proposed grade separation. Given the high viewer exposure to and awareness of visual change, viewer sensitivity in the area would be high.	Significant	AVR-MM#3	Significant and Unavoidable
<b>Planned Verdugo Wash Bike Path</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The HSR Build Alternative would result in permanent visual and noise impacts on the planned bike path; however, users would only be exposed to operational noise and visual impacts for a relatively short duration as they pass through or near the area.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Pacific Park and Community Center</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Chevy Chase Park and Recreation Center</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Cerritos Elementary School</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Cerritos Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Los Feliz Charter School for the Arts</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Sotomayor Learning Academies</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Rio de Los Angeles State Park (Taylor Yard)</b>			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. The HSR Build Alternative would require the permanent acquisition of a 0.56-acre portion of land from the park. The permanent incorporation would be minor in size and would not adversely affect the activities or features of this resource.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The project would result in a moderate visual change that would be compatible with the existing environment. In addition, a 0.56-acre portion of the park would be required for permanent improvements. Access to recreational amenities may be impacted by these permanent improvements.	Significant	PR-MM#2 AVR-MM#3	Less than Significant
<b>Proposed Taylor Yard G2 River Park</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. The HSR Build Alternative would require an approximately 0.7-acre temporary impact area adjacent to the park during construction; however, temporary impacts would only occur within the public right-of-way on the existing access road.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. The HSR Build Alternative would require the permanent acquisition of approximately 1.6 acres of land within existing public right-of-way adjacent to the proposed Taylor Yard G2 River Park. The permanent improvements would be limited to the existing access road and would not adversely affect the activities or features of this resource.	Less than Significant	No mitigation measures are required	Less than Significant

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Operations Impacts</b>			
None			
<b>Cypress Park and Recreation Center</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Los Angeles River Center and Gardens</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Confluence Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Elysian Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
None			
<b>Albion Riverside Park</b>			
<b>Construction Impacts</b>			
Impact PK #1: Temporary Impact Areas, Temporary Access Restrictions, Temporary Facility Closures, or Temporary Detours during Construction. HSR construction would result in a 0.12-acre temporary construction easement at the southern end of the park.	Significant	PR-MM#1 PR-MM#5	Less than Significant
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
Impact PK #3: Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction. The HSR Build Alternative would require the permanent acquisition of a 0.15-acre portion of land from the park parcel. The permanent incorporation would be minor in size and would not adversely affect the activities or features of this resource.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
Impact PK #5: Changes to Park or Recreation Facility Use or Character Due to Operation. The new Main Street roadway bridge would be visible in this area. In addition, a 0.12-acre portion of land in the southern corner of the park would be required to accommodate the pier walls necessary to support the new Main Street Bridge. Access to recreational amenities may be impacted by these permanent improvements.	Significant	PR-MM#2 AVR-MM#3	Less than Significant

Impact and Resource	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
<b>Los Angeles State Historic Park</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			
<b>Play Area at William Mead Homes</b>			
<b>Construction Impacts</b>			
Impact PK #2: Air Quality, Noise, and Visual Impacts during Construction. Short-term impacts related to air quality, noise, and views would occur during construction.	Less than Significant	No mitigation measures are required	Less than Significant
<b>Operations Impacts</b>			
None			

Caltrans = California Department of Transportation  
 HSR = high-speed rail

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