

California High-Speed Rail Authority

Burbank to Los Angeles Project

Section

**Draft Community
Impact Assessment**

Appendix C

May 2020



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APPENDIX C: EFFECTS ON COMMUNITY FACILITIES

This appendix contains a detailed table in support of the analysis of the potential effects of the California High-Speed Rail (HSR) Project Build Alternative on community facilities presented in Section 6.3.2.3, Community Facilities. The table provides information regarding the temporary and permanent impacts on community facilities that fall within the indirect impacts resource study area of the HSR Build Alternative. Specifically, this appendix contains the following table:

- Table C-1: Analysis of Potential Project Effects on Community Facilities Within the Communities and Populations Indirect Impacts Resource Study Area of the High-Speed Rail Build Alternative

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Table C-1 Analysis of Potential Project Effects on Community Facilities Within the Communities and Populations Indirect Impacts Resource Study Area of the High-Speed Rail Build Alternative

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Bethany Korean Community Church 2401 N Brighton St Burbank</p>	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately 800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Bob Hope Airport/Hollywood-Burbank Airport 2627 N Hollywood Wy Burbank	<p>This public facility is approximately 50 feet from the nearest temporary impact limit and does have some full and partial acquisitions associated with airport property. However, none of the acquisitions occur to areas that are publicly accessible, and so this facility would not be affected by the HSR Build Alternative for the purpose of this analysis.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: A TCE of 928,150 square feet is proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: Full and partial acquisitions are associated with airport property. However, none of the acquisitions occur to areas that are publicly accessible, and so this facility would not be affected by the HSR Build Alternative for the purpose of this analysis. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Because this facility is already characterized by train noise and noise from airport operation, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: There would be minimal effects on local streets that provide access to this public facility under the HSR Build Alternative. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Airport Metrolink Station 3750 Empire Ave Burbank</p>	<p>This public facility is approximately 50 feet from the nearest temporary impact limit and does have some full and partial acquisitions associated with airport property. However, none of the acquisitions occur to areas that are publicly accessible, and so this facility would not be affected by the HSR Build Alternative for the purpose of this analysis.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: A TCE of 928,150 square feet is proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition: This public facility would be partially acquired under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Because this facility is already characterized by train noise and noise from airport operation, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: There would be minimal effects on local streets that provide access to this public facility under the HSR Build Alternative. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Fire Department/Fire Station No.11 311 E Orange Grove Ave Burbank</p> <p>Burbank Police Department and Jail 200 N Third St Burbank</p>	<p>These public facilities are approximately 350 feet from the nearest temporary impact limit and approximately 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Based on the distance of these facilities from the nearest temporary impact limit, they would not experience short-term construction-related air quality effects. • Noise: Based on the distance of these facilities from the nearest temporary impact limit, they would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to these public facilities are not expected to be used by construction traffic under the HSR Build Alternative, these public facilities would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at these public facilities. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, these public facilities would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, these public facilities would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to these public facilities are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, these public facilities would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at these public facilities.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Fire Station No. 13 – Thornton Ave 2713 Thornton Ave Burbank</p>	<p>This public facility abuts the nearest temporary impact limit and is approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Thornton Avenue may experience increased traffic due detours associated with potential closures at Buena Vista and Hollywood Way. Therefore, this public facility may experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Main Post Office 2140 N Hollywood Way Burbank</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 1,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank High School 902 N 3rd St Burbank</p>	<p>This public facility is approximately 1,355 feet from the nearest temporary impact limit and approximately 1,721 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Detours would be required during the closure at Burbank Boulevard. This public facility is located on Burbank Boulevard in the vicinity of the closure and therefore may experience temporary construction traffic or access effects during construction of the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Burbank Temple Emanu El 1302 N Glenoaks Blvd Burbank	<p>This public facility is approximately 1,100 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Temporary Aid Center 1304 W Burbank Blvd Burbank</p>	<p>This public facility is approximately 20 feet from the nearest temporary impact limit and approximately 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Detours would be required during the closure at Burbank Boulevard. This public facility is located on Burbank Boulevard in the vicinity of the closure and therefore may experience temporary construction traffic or access effects during construction of the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank USD Community Day 223 E Santa Anita Ave Burbank</p>	<p>This facility is approximately 1,900 feet from the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>City of Burbank 275 E Olive Ave Burbank</p>	<p>This public facility is approximately 950 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
City of Burbank Park, Recreation And Community Services – Senior and Human Services – Joslyn Adult Center 1301 W Olive Ave Burbank	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately 2,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Donald M. Tuttle Senior Center 1731 N Ontario St Burbank</p> <p>Also at this location:</p> <ul style="list-style-type: none"> • City of Burbank Park, Recreation and Community Services, Ralph Foy Park • City of Burbank Public Library – Northwest Branch Library – (On Hold – 3323 W Victory Blvd) 	<p>These public facilities are approximately 1,900 feet from the nearest temporary impact limit and approximately 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Based on the distance of these facilities from the nearest temporary impact limit, they would not experience short-term construction-related air quality effects. • Noise: Based on the distance of these facilities from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to these public facilities are not expected to be used by construction traffic under the HSR Build Alternative, these public facilities would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at these public facilities. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, these public facilities would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of these public facilities from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, these public facilities would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to these public facilities are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, these public facilities would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at these public facilities.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
City of Burbank Public Library – Burbank Central Library 110 N Glenoaks Blvd Burbank	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately 2,400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Community Enhancement Services – Burbank 401 S Glenoaks Blvd Burbank</p>	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Downtown Burbank Metrolink Station 201 N Front St Burbank	<p>This public facility is approximately 150 feet from the nearest temporary impact limit and approximately 150 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this public facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this public facility from the nearest temporary impact limit and the presence of intervening land uses, the public facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>George Washington Elementary School 2322 N Lincoln St Burbank</p>	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Intercoast Colleges 175 E Olive Ave, 3rd Floor Burbank</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Little Angels Academy Burbank Inc. 721 S San Fernando Blvd Burbank</p>	<p>This public facility is approximately 875 feet from the nearest temporary impact limit and approximately 1,450 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Los Angeles County Superior Court – North Central District – Burbank 300 E Olive Ave Burbank	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Make-Up Designory 129 S San Fernando Blvd Burbank</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Marinello Schools of Beauty 200 N San Fernando Blvd Burbank</p>	<p>This public facility is approximately 600 feet from the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Monterey High School (Continuation) 1915 Monterey Ave Burbank</p>	<p>This public facility is approximately 200 feet from the nearest temporary impact limit and approximately 200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: West Victory Boulevard may experience increased in traffic due to detours required during the closure at Burbank Boulevard. In addition, a northbound/southbound traffic detour may be required at Buena Vista Avenue; however one lane would be maintained in each direction along this roadway during construction of the HSR Build Alternative. It is likely that West Victory Boulevard and Buena Vista Avenue would be used by vehicles accessing Monterey high School; therefore, this public facility may experience temporary construction traffic or access effects during construction of the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Options for Youth-Burbank Charter 1610 W Burbank Blvd Burbank</p>	<p>This public facility is approximately 650 feet from the nearest temporary impact limit and approximately 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Detours would be required during the closure at Burbank Boulevard. This public facility is located on Burbank Boulevard in the vicinity of the closure and therefore may experience temporary construction traffic or access effects during construction of the HSR Build Alternative. Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Providencia Elementary School 1919 N Ontario St Burbank</p>	<p>This public facility is approximately 650 feet from the nearest temporary impact limit and approximately 500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Salvation Army Corps Community Center – Burbank 300 E Angeleno Ave Burbank	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Scholars Preparatory School 1001 S Glenoaks Blvd Burbank</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic and permanent changes to some streets would occur under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>St. Leon Armenian Cathedral: Western Diocese of the Armenian Church 3325 Glenoaks Blvd Burbank</p>	<p>This public facility is approximately 3,500 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Unity Church of Burbank 637 S Victory Blvd Burbank</p>	<p>This public facility is approximately 2,200 feet from the nearest temporary impact limit and approximately 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Victory Tabernacle 1614 W Victory Blvd Burbank	<p>This public facility abuts the nearest temporary impact limit and is approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: West Victory Boulevard may experience increased in traffic due to detours required during the closure at Burbank Boulevard. Therefore, this public facility may experience temporary construction traffic or access effects during construction of the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Armenian Evangelical Brethren Church – Evangelical Church 1800 Lake St Glendale</p>	<p>This public facility is approximately 1,800 feet from the nearest temporary impact limit and approximately 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Artek Child Education Center, Inc. 546 W Broadway Glendale	<p>This public facility is approximately 1,650 feet from the nearest temporary impact limit and approximately 1,725 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Benjamin Franklin Elementary School 1610 Lake St Glendale</p>	<p>This public facility is approximately 1,925 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Cerritos Elementary School 120 E Cerritos Ave Glendale	<p>This public facility is approximately 550 feet from the nearest temporary impact limit and approximately 920 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Cerritos Park 3690 San Fernando Rd Glendale</p>	<p>This public facility is less than 10 feet from the nearest temporary impact limit and approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the close proximity of this park to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this park to the nearest temporary impact limit, the park is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are expected to be used by construction traffic under the HSR Build Alternative, this park would likely experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>First Evangelical Church 522 W Broadway Glendale</p>	<p>This public facility is approximately 1,600 feet from the nearest temporary impact limit and approximately from 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Forest Lawn Memorial Park Glendale 1712 S Glendale Ave Glendale</p>	<p>This public facility is approximately 550 feet from the nearest temporary impact limit and approximately 850 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Fremont Park 600 W Hahn Ave Glendale	<p>This public facility is approximately 2,000 feet from the nearest temporary impact limit and approximately 2,050 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Career College 1015 Grandview Ave Glendale</p>	<p>This public facility is approximately 200 feet from the nearest temporary impact limit and approximately 340 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glendale Fire Department – Station 21 421 Oak St Glendale	<p>This public facility is approximately 2,300 feet from the nearest temporary impact limit and approximately 2,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Fire Department – Station 27 1127 Western Ave Glendale</p>	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glendale Fire Training Center 541 W Chevy Chase Dr Glendale	<p>This public facility is less than 10 feet from the nearest temporary impact limit and less than 10 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit, and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Memorial Hospital and Health Center 1420 S Central Ave Glendale</p>	<p>This public facility is approximately 325 feet from the nearest temporary impact limit and approximately 670 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this facility from the nearest temporary impact limit and the presence of intervening land uses, the facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glendale Narrows Riverwalk 900 Flower St Glendale	<p>This public facility is within the nearest temporary impact limit and approximately 50 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the close proximity of this park to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this park to the nearest temporary impact limit, the park is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are expected to be used by construction traffic under the HSR Build Alternative, this park would likely experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the proximity of this park from the nearest permanent impact limit and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are expected to be used by operations-related traffic under the HSR Build Alternative and would likely be impacted by operation of the HSR system. Therefore, this park may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Public Library – Pacific Park Branch Library 501 N Pacific Ave Glendale</p>	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this library under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this library are not expected to be used by construction traffic under the HSR Build Alternative, this library would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this library. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this library under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this library would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this library from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this library would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this library are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this library would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this library.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glendale Central Station 400 W Cerritos Ave Glendale	<p>This public facility is approximately 200 feet from the nearest temporary impact limit and approximately 200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this public facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this public facility from the nearest temporary impact limit and the presence of intervening land uses, the public facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would result in the loss of 125 parking spaces. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: The HSR Build Alternative would result in an acquisition of a track parcel affecting 125 parking spaces. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would result in the permanent loss of 125 parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Post Office 6444 San Fernando Rd Glendale</p>	<p>This public facility is within a TCE and is less than 50 feet from the nearest permanent impact limit.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would likely experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: Some local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Grand View Memorial Park 1341 Glenwood Rd Glendale	<p>This public facility is approximately 2,200 feet from the nearest temporary impact limit and approximately 2,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Griffith Manor Park 1551 Flower St Glendale</p>	<p>This public facility less than 10 feet from the nearest temporary impact limit and less than 10 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the close proximity of this park to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this park to the nearest temporary impact limit, the park is would likely experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are expected to be used by operations-related traffic under the HSR Build Alternative, specifically on the north and northeast, where road underpasses are proposed. Therefore, this park would experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Harvard Mini Park 425 W Harvard Glendale	<p>This public facility is approximately 2,500 feet from the nearest temporary impact limit and approximately 2,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Jewel City Community Day 440 W Lomita Glendale</p>	<p>This public facility is approximately 600 feet from the nearest temporary impact limit and approximately 600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic and permanent changes to some streets would occur under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Mark Keppel Elementary School 730 Glenwood Rd Glendale</p> <p>Also at this location: Toll Eleanor J Middle School</p>	<p>These public facilities are approximately 2,300 feet from the nearest temporary impact limit and approximately 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Based on the distance of these facilities from the nearest temporary impact limit, they would not experience short-term construction-related air quality effects. • Noise: Based on the distance of these facilities from the nearest temporary impact limit, they would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to these public facilities are not expected to be used by construction traffic under the HSR Build Alternative, these public facilities would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at these public facilities. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at these public facilities under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, these public facilities would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of these public facilities from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, these public facilities would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, these public facilities would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at these public facilities.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Milford Mini Park 601 W Milford Ave Glendale</p>	<p>This public facility is approximately 2,200 feet from the nearest temporary impact limit and approximately 2,250 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Pacific Avenue – Early Bird Preschool 440 W Lomita Ave Glendale	<p>This public facility is approximately 600 feet from the nearest temporary impact limit and approximately 600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this facility from the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic, and permanent changes to some streets would occur under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Pacific Park & Community Center 501 S Pacific Ave Glendale</p>	<p>This public facility is approximately 2,200 feet from the nearest temporary impact limit and approximately 2,250 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Pelanconi Park 1000 Grandview Ave Glendale</p>	<p>This public facility is within the nearest temporary impact limit and less than 10 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this park from the nearest temporary impact limit and the presence of intervening land uses, the park is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: This park will be impacted by street improvements on Grandview Ave., and the local streets that provide access to this park are also expected to be used by construction traffic under the HSR Build Alternative. Therefore, this park would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: A partial acquisition and permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are expected to be used by operations-related traffic under the HSR Build Alternative, and the parcel would be impacted by street improvements on Grandview Ave. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Salvation Army Corps Community Center – Glendale 801 S Central Glendale</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>St Krevork Armenian Church – Church 1434 W Kenneth Rd Glendale</p>	<p>This public facility is approximately 3,000 feet from the nearest temporary impact limit and approximately 3,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>The Campbell Center – Alma House 1123 Alma St Glendale</p>	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>The Campbell Center – David Gogian House 1239 Alma St Glendale</p>	<p>This public facility is approximately 1,350 feet from the nearest temporary impact limit and approximately 1,350 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>The Campbell Center – Hamilton House 739 W Glenoaks Blvd Glendale</p>	<p>This public facility is approximately 1,900 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Thomas Edison Elementary School 435 S Pacific Ave Glendale	<p>This public facility is approximately 1,100 feet from the nearest temporary impact limit and approximately 1,175 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Thomas Jefferson Elementary School 1540 Fifth St Glendale</p>	<p>This public facility is approximately 750 feet from the nearest temporary impact limit and approximately 770 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Alameda Carrier Annex USPS Facility 760 N Main St Los Angeles	<p>This public facility is approximately 1,000 feet from the nearest temporary and permanent impact limits for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: This public facility would be partially acquired under the HSR Build Alternative. However, only a small portion of the property would be needed for proposed Track ROW. No structural impacts. Therefore, it is not considered an effect to the community facility. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Albion Street Elementary School 322 S Ave 18 Los Angeles</p>	<p>This public facility is approximately 350 feet from the nearest temporary impact limit and approximately 400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this school from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this school from the nearest temporary impact limit and the presence of intervening land uses, the school is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this school are expected to be used by construction traffic, including changes to Mozart St, this school may experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school, including Mozart St, are expected to be used by operations-related traffic and may be impacted by operation of the HSR system. Therefore, this school may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Alliance Environmental Science and Technology High School 2930 Fletcher Dr Los Angeles	<p>This public facility is approximately 270 feet from the nearest temporary impact limit and approximately 450 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this school from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this school to the nearest temporary impact limit, the school is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be closed by construction traffic under the HSR Build Alternative, but this school may experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Alliance Susan and Eric Smidt Technology High School 211 Ave 20 Los Angeles</p>	<p>This public facility is approximately 1,950 feet from the nearest temporary impact limit and approximately 1,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Ann Street Elementary School 126 E Bloom St Los Angeles</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately 950 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are expected to be used by construction traffic, including N Main St, this school may experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school, including N Main St, are expected to be used by operations-related traffic and may be impacted by operation of the HSR system. Therefore, this school may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Aragon Avenue Elementary School 1118 Aragon Ave Los Angeles</p>	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately 1,350 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Arleta Foursquare Church 10201 Armanita St Los Angeles</p>	<p>This public facility is approximately 2,050 feet from the nearest temporary impact limit and approximately 2,750 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Atwater Avenue Elementary School 3271 Silver Lake Blvd Los Angeles</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Atwater Park Baptist Church 3370 Perlita Ave Los Angeles	<p>This public facility is approximately 850 feet from the nearest temporary impact limit and approximately 850 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Blessing Mission Church 10231 Arminta St Los Angeles</p>	<p>This public facility is approximately 2,750 feet from the nearest temporary impact limit and approximately 2,750 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Bridge Street Elementary School 605 N Boyle Ave Los Angeles	<p>This public facility is approximately 2,050 feet from the nearest temporary impact limit and approximately 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Foursquare Church 269 E Providencia Ave Burbank</p>	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately from 1,400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Burbank Seventh Day Adventist Church 710 S Glenoaks Blvd Burbank</p>	<p>This public facility is approximately 1,600 feet from the nearest temporary impact limit and approximately from 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>C. Erwin Piper Technical Center 555 Ramirez St Los Angeles</p>	<p>This public facility is approximately 180 feet from the nearest temporary impact limit and approximately from 180 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Calvary Baptist Church 724 S Glenoaks Blvd Burbank	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately from 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Castelar Elementary School 840 Yale St Los Angeles</p>	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Cathedral High School 1253 Bishops Rd Los Angeles	<p>This public facility is approximately 2,200 feet from the nearest temporary impact limit and approximately 1,725 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Catholic Charities of Los Angeles – Brownson House 1307 Warren St Los Angeles</p>	<p>This public facility shelter is approximately 1,500 feet from the nearest temporary impact limit and approximately from 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Central Baptist Church 301 E Angeleno Ave Los Angeles</p>	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately from 1,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, public facility not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Central Methodist Church 101 W Palmer Ave Los Angeles</p>	<p>This public facility is approximately 1,100 feet from the nearest temporary impact limit and approximately 1,860 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Chinese American Museum 425 N Los Angeles St Los Angeles	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately from 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this museum under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this museum from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this museum are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this museum would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this museum.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Chinese United Methodist Church 821 N Hill St Los Angeles</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately 1,150 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Choong Hyun Mission Church – Christian Church 5005 Edenhurst Ave Los Angeles	<p>This public facility less than 850 feet from the nearest temporary impact limit and approximately from 850 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Christ's Church-Griffith Park – Church 3852 Edenhurst Ave Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Church of Christ 2021 W Glenoaks Blvd Glendale	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately from 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Church of San Antonio De Padua 1414 E Cesar E Chavez Ave Los Angeles</p>	<p>This public facility is approximately 3,800 feet from the nearest temporary impact limit and approximately 1,400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
City Hall Park Center 200 N Main St Los Angeles	<p>This public center is approximately 2,100 feet from the nearest temporary impact limit and approximately from 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this recreation center are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this recreation center. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this recreation center would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this recreation center from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this recreation center would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this recreation center.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>City of Los Angeles City Hall 200 N Spring St Los Angeles</p>	<p>This public facility is approximately 2,500 feet from the nearest temporary impact limit and approximately from 2,550 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
City of Los Angeles Community Development Department – Cypress Park Familysource Center 929 Cypress Ave Los Angeles	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately 1,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>City of Los Angeles Fire Department 200 N Main St Los Angeles</p>	<p>This public facility is approximately 2,100 feet from the nearest temporary impact limit and approximately from 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic and permanent changes to some streets would occur under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Cristo Rey Church – Catholic Church 4343 Perlita Ave Los Angeles</p>	<p>This public facility is approximately 450 feet from the nearest temporary impact limit and approximately from 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Cypress Park and Recreation Center 2630 Pepper Ave Los Angeles</p>	<p>This public facility is less than 10 feet from the nearest temporary impact limit and approximately from 75 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit, and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Cypress Park Head Start 2630 Pepper Ave Los Angeles</p>	<p>This public facility abuts the nearest temporary impact limit and approximately from 70 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>CZBC – Chinese Zion Baptist Church 2610 W Ave 33 Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately from 1,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Divine Savior Presbyterian Church Los Angeles	<p>This public facility is approximately 4,500 feet from the nearest temporary impact limit and approximately 1,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Divine Saviour 624 Cypress Ave Los Angeles</p>	<p>This public facility is approximately 1,050 feet from the nearest temporary impact limit and approximately 1,125 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Divine Saviour Catholic Church 610 Cypress Ave Los Angeles	<p>This public facility is approximately 1,150 feet from the nearest temporary impact limit and approximately 1,250 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Dorris Place Elementary School 2225 Dorris Pl Los Angeles</p>	<p>This public facility is approximately 1,300 feet from the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Downey Recreation Center 1772 N Spring St Los Angeles</p>	<p>This public facility is approximately 250 feet from the nearest temporary impact limit and approximately from 600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this recreation center from the nearest temporary impact limit and the presence of intervening land uses, the recreation center is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this recreation center are not expected to be used by construction traffic under the HSR Build Alternative, this recreation center would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this recreation center. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this recreation center would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this recreation center from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this recreation center would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this recreation center.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>El Pueblo de Los Angeles Historic Monument 845 N Alameda St. Los Angeles</p>	<p>This public facility is approximately 100 feet from the nearest temporary impact limit and approximately from 400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this park from the nearest temporary impact limit and the presence of intervening land uses, the park is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Elysian Park 3835 Academy Rd Los Angeles</p>	<p>This public facility will be directly adjacent to the HSR Build Alternative, with less than 10 feet to the nearest temporary impact limit and approximately 200 feet to the nearest permanent impact.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this park from the nearest temporary impact limit, there may be minimal noise impacts in small portions of the park. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Elysian Park Therapeutic Recreation Center 929 Academy Rd Los Angeles</p>	<p>This public facility is approximately 3,000 feet from the nearest temporary impact limit and approximately 3,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this recreation center from the nearest temporary impact limit and the presence of intervening land uses, the recreation center is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this recreation center are not expected to be used by construction traffic under the HSR Build Alternative, this recreation center would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this recreation center. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this recreation center would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this recreation center from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this recreation center would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this recreation center.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Elysian Valley Recreation Center 1811 Ripple St Los Angeles</p>	<p>This public facility is approximately 1,800 feet from the nearest temporary impact limit and approximately from 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this recreation center are not expected to be used by construction traffic under the HSR Build Alternative, this recreation center would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this recreation center. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this recreation center under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this recreation center would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this recreation center from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this recreation center would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this recreation center.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Faith Center Church 1615 S Glendale Ave Glendale</p>	<p>This public facility is approximately 970 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Federal Bureau of Prisons – Metropolitan Detention Center Los Angeles 535 N Alameda St Los Angeles	<p>This public facility is approximately 1,000 feet from the nearest temporary impact limit and approximately from 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this police/sheriff facility are not expected to be used by construction traffic under the HSR Build Alternative, this police/sheriff facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this police/sheriff facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this police/sheriff facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this police/sheriff facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this police/sheriff facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this police/sheriff facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this police/sheriff facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this police/sheriff facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Federal Post Office 300 N Los Angeles St Los Angeles</p>	<p>This public facility is approximately 3,100 feet from the nearest temporary impact limit and approximately 1,050 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>First Assembly of God Church 283 E Cypress Ave Los Angeles</p>	<p>This public facility is adjacent to the nearest temporary and approximately 1,000 feet permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>First Church of Christ Scientist 287 Amherst Dr Los Angeles</p>	<p>This public facility is approximately 300 feet from the nearest temporary and 900 permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
First Church of the United Brethren 1150 Justin Ave Los Angeles	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately from 940 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>First Lutheran Church 1001 W Glenoaks Dr Burbank</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately from 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
First Methodist Church of Burbank 499 E Harvard Rd Burbank	<p>This public facility is approximately 50 feet from the nearest temporary impact limit and less than 400 feet from the nearest permanent impact.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Fletcher Drive Elementary School 3350 Fletcher Dr Los Angeles</p>	<p>This public facility is approximately 1,800 feet from the nearest temporary impact limit and less than 2,500 feet from the nearest permanent impact.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Florence Nightingale Middle School 3311 N Figueroa St Los Angeles	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately from 1,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Fort Moore Pioneer Memorial 451 N Hill St Los Angeles</p>	<p>This public facility is approximately 2,000 feet from the nearest temporary impact limit and approximately from 1,950 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this museum under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this museum from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this museum are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this museum would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this museum.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glassell Park Elementary School 2211 W Ave 30 Los Angeles	<p>This public facility is approximately 300 feet from the nearest temporary impact limit and approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this school from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this school from the nearest temporary impact limit and the presence of intervening land uses, the school is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Community Church of God 545 E California Ave Glendale</p>	<p>This public facility is approximately 1,850 feet from the nearest temporary impact limit and approximately 1,950 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Glendale Foursquare Church 360 W Windsor Rd Glendale	<p>This public facility is approximately 1,850 feet from the nearest temporary impact limit and approximately 1,950 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Gospel Chapel 425 W Windsor Rd Glendale</p>	<p>This public facility is approximately 550 feet from the nearest temporary impact limit and approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are expected to be used by construction traffic under the HSR Build Alternative. While access would not be blocked, the adjacent streets will be used for construction under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glendale Japanese Free Methodist Church 317 W Palmer Ave Glendale</p>	<p>This public facility is approximately 875 feet from the nearest temporary impact limit and approximately 1,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glenfeliz Boulevard Elementary School 3955 Glenfeliz Blvd Los Angeles</p>	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,250 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glenhurst Park 2932 Glenhurst Los Angeles</p>	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately from 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Glenwood Elementary School 8001 Ledge Ave Los Angeles</p>	<p>This public facility is approximately 7,700 feet from the nearest temporary impact limit and approximately from 3,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Grace Korean United Methodist – Methodist Church 211 S Pacific Ave Glendale [<p>This public facility is approximately 300 feet from the nearest temporary impact and approximately from 300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Grandview Presbyterian Church 1130 Ruberta Ave Glendale</p>	<p>This public facility is approximately 500 feet from the nearest temporary impact limit and approximately from 580 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this church from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this church from the nearest temporary impact limit and the presence of intervening land uses, the church is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Griffith Park 4730 Crystal Springs Dr Los Angeles	<p>At its closest, this public facility is approximately 300 feet from the nearest temporary impact limit and approximately from 400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this park from the nearest temporary impact limit and the presence of intervening land uses, the park is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Griffith Station Post Office 3370 Glendale Blvd Los Angeles	<p>This public facility is approximately 110 feet from the nearest temporary impact limit and approximately 115 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this facility from the nearest temporary impact limit and the presence of intervening land uses, the facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Higashi Hongwangji Buddhist Temple 347 E 1st St, Los Angeles Los Angeles</p>	<p>This public facility is approximately 2,150 feet from the nearest temporary impact limit and approximately 2,050 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this temple under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction related noise effects. • Traffic/Access: Because the local streets that provide access to this temple are not expected to be used by construction traffic under the HSR Build Alternative, this temple would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this temple. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this temple under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this temple would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this temple from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this temple would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this temple are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this temple would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this temple. • Location at 505 E 3rd St, Los Angeles: This public facility is approximately 3,000 feet from the nearest temporary impact limit and approximately from 3,000 feet from the nearest permanent impact limit for the HSR Build Alternative. <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
	<ul style="list-style-type: none"> • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Holy Trinity Elementary School 3716 Boyce Ave Los Angeles	<p>This public facility is approximately 525 feet from the nearest temporary impact limit and approximately 825 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Interfaith Center 999 Glenoaks Blvd Burbank</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 1,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Islamic Center of Burbank 7838 San Fernando Rd Los Angeles</p>	<p>This public facility is approximately 7,400 feet from the nearest temporary impact limit and approximately 3,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Italian Christian Assembly Church 118 S Ave 22 Los Angeles</p>	<p>This public facility is approximately 1,900 feet from the nearest temporary impact limit and approximately 2,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Japanese American National Museum 369 E 1st St Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this museum under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this museum from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this museum are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this museum would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this museum.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Jovenes Inc – La Posada Shelter 1320 Pleasant Ave Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact and approximately from 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Juntos Park 3135 Drew St Los Angeles</p>	<p>This public facility is approximately 600 feet from the nearest temporary impact limit and approximately 800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Kingdom Hall of Jehovahs Witnesses 509 S Columbus Ave Glendale</p>	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately 1,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
La Iglesia De Nuestra Senora La Reina De Los Angeles 535 N Main St Los Angeles	<p>This public facility is approximately 1,400 feet from the nearest temporary impact limit and approximately 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Lacy Street Neighborhood Park Lacy St & Ave 26 Los Angeles</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Lake Street Church of the Nazarene 510 Western Ave Glendale	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Centro De Adoración Ebenezer 400 S Ave 20 Los Angeles</p>	<p>This public facility is approximately 1,050 feet from the nearest temporary impact limit and approximately 1,050 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Loreto Street Elementary School 3408 Arroyo Seco Ave Los Angeles</p>	<p>This public facility is approximately 2,100 feet from the nearest temporary impact limit and approximately 2,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: More than 500 feet away from temporary impact limit: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles County Sheriff – Men’s Central Jail 441 Bauchet St Los Angeles</p>	<p>This public facility is less than 50 feet from the nearest temporary impact limit and less than 50 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit, and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles County Sheriff – Metro Transit Services Bureau 1 Gateway Plaza Dr Los Angeles</p>	<p>This public facility is less than 10 feet from the nearest temporary impact limit and less than 10 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles County Sheriff – Twin Towers Correctional Facility 450 Bauchet St Los Angeles</p>	<p>This public facility is approximately 400 feet from the nearest temporary impact limit and approximately 450 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Based on the distance of this police/sheriff facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this police/sheriff facility from the nearest temporary impact limit and the presence of intervening land uses, the police/sheriff facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this police/sheriff facility are not expected to be used by construction traffic under the HSR Build Alternative, this police/sheriff facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this police/sheriff facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this police/sheriff facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this police/sheriff facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this police/sheriff facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this police/sheriff facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this police/sheriff facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this police/sheriff facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles County Superior Court – Central District – Central Arraignment 429 Baughet St Los Angeles</p>	<p>This public facility is approximately 200 feet from the nearest temporary impact limit and approximately 200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this public facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this public facility from the nearest temporary impact limit and the presence of intervening land uses, the public facility is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles County Superior Court – Central District – Clara Shortridge Foltz Criminal Justice Center 210 W Temple St Los Angeles</p>	<p>This public facility is approximately 2,000 feet from the nearest temporary impact limit and approximately 2,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Los Angeles Fire Station No. 4 – Little Tokyo/Olvera Street/Chinatown 450 E Temple St Los Angeles	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility may be used by operations-related traffic and permanent changes to some streets would occur under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Fire Station No. 44 – Cypress Park and Mount Washington 1410 Cypress Ave Los Angeles</p>	<p>This public facility is approximately 300 feet from the nearest temporary impact limit and approximately 550 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this fire station from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this fire station from the nearest temporary impact limit and the presence of intervening land uses, the fire station is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Fire Station No. 50 – Glassell Park and Atwater Village 3036 Fletcher Dr Los Angeles</p>	<p>This public facility is approximately 300 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this fire station from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this fire station from the nearest temporary impact limit and the presence of intervening land uses, the fire station is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Plaza Park 125 Paseo de la Plaza Los Angeles</p>	<p>This public facility is approximately 100 feet from the nearest temporary impact limit and approximately 600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this park from the nearest temporary impact limit and the presence of intervening land uses, the park is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Los Angeles Public Library – Atwater Village Branch 3379 Glendale Blvd Los Angeles	<p>This public facility is approximately 3,000 feet from the nearest temporary impact limit and approximately 3,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this library under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this library are not expected to be used by construction traffic under the HSR Build Alternative, this library would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this library. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this library under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this library would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this library from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this library would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this library are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this library would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this library.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Public Library – Chinatown Branch 639 N Hill St Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this library under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this library are not expected to be used by construction traffic under the HSR Build Alternative, this library would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this library. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this library under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this library would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this library from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this library would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this library are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this library would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this library.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Public Library – Cypress Park Branch 1150 Cypress Ave Los Angeles</p>	<p>This public facility is approximately 650 feet from the nearest temporary impact limit and approximately 700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this library under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this library are not expected to be used by construction traffic under the HSR Build Alternative, this library would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this library. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this library under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this library would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this library from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this library would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this library are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this library would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this library.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles State Historic Park 1245 N Spring St Los Angeles</p>	<p>This public facility is less than 10 feet from the nearest temporary impact limit and less than 10 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the close proximity of this facility to the nearest permanent impact limit, and the fact that the HSR system would be electrically powered, this facility would experience minimal long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Angeles Union Station 800 N Alameda St Los Angeles</p>	<p>This public facility is within the nearest temporary impact limit and within the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this public facility from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this public facility from the nearest temporary impact limit and the presence of intervening land uses, the library is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: The HSR Build Alternative would result in a full take of an entire Amtrak office structure on this property. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this library would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this library are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Feliz Charter Schools for the Arts 2709 Media Center Dr Los Angeles</p>	<p>This public facility is directly adjacent to the permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: There is a TCE directly adjacent to the school along the existing rail corridor. • Air Quality: Based on the close proximity of this school to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this school to the nearest temporary impact limit, the school is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this school are expected to be used by construction traffic under the HSR Build Alternative, this school would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide the current access to this school are expected to be used by operations-related traffic under the HSR Build Alternative and may be impacted by operation of the HSR system. Therefore, this school may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Los Feliz Golf Course 3207 Los Feliz Blvd Los Angeles</p>	<p>This public facility is approximately 1,700 feet from the nearest temporary impact limit and approximately 2,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR Build Alternative would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR Build Alternative. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Ecclesiastical Brotherhood 206 W Cypress St Glendale</p>	<p>This public facility is approximately 860 feet from the nearest temporary impact limit and approximately 1,450 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>North Atwater Park 3900 W Chevy Chase Dr Los Angeles</p>	<p>This public facility is approximately 1,600 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Northeast Community Police Station 3353 San Fernando Rd Los Angeles</p>	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this police/sheriff facility are not expected to be used by construction traffic under the HSR Build Alternative, this police/sheriff facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this police/sheriff facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this police/sheriff facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this police/sheriff facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this police/sheriff facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this police/sheriff facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this police/sheriff facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this police/sheriff facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this police/sheriff facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Our Lady Help of Christians Church 512 S Ave 20 Los Angeles	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Our Lady Queen of Martyrs Armenian Catholic Church 1339 Pleasant Ave Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Pacific Alliance Medical Center 531 W College St Los Angeles	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,070 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Perlita 4118 Chevy Chase Dr Los Angeles</p>	<p>This public facility is approximately 650 feet from the nearest temporary impact limit and approximately 550 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Primera Church of the Nazarene 124 S Ave 22 Los Angeles	<p>This public facility is approximately 970 feet from the nearest temporary impact limit and approximately 970 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Prospect Park Echandia & Judson St N/A Los Angeles</p>	<p>This public facility is approximately 1,700 feet from the nearest temporary impact limit and approximately 2,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this park under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Proyecto Pastoral At Dolores Mission 135 N Mission Rd Los Angeles	<p>This public facility is approximately 400 feet from the nearest temporary impact limit and approximately 500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this homeless shelter from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this homeless shelter from the nearest temporary impact limit and the presence of intervening land uses, the homeless shelter is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>PUC Milagro Charter Elementary School 1855 N Main St Los Angeles</p>	<p>This public facility is approximately 50 feet from the nearest temporary impact limit and less than 400 feet from the nearest permanent impact.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the close proximity of this school to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this school to the nearest temporary impact limit, this school will likely experience some noise impacts from construction activity related to the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this school are expected to be used by construction traffic, including grading of N Main St and S Ave 17, this school would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Some local streets that provide access would be graded and thereby permanently impacted, but this would not affect access to the school. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Ramon C. Cortines School of Visual and Performing Arts 450 N Grand Ave Los Angeles</p>	<p>This public facility is approximately 2,050 feet from the nearest temporary impact limit and approximately 2,100 feet the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Rio de Los Angeles State Park 1900 N San Fernando Rd Los Angeles</p>	<p>This public facility is within the nearest temporary impact limit and directly adjacent to the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: A TCEs approximately 26,500 square feet in area is proposed at this park under the HSR Build Alternative. • Air Quality: Based on the distance of this park from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this park to the nearest temporary impact limit, the park is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this park are not expected to be used by construction traffic under the HSR Build Alternative, this park would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this park. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No permanent easements or acquisitions at this park would occur under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this park would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this park from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this park would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this park are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this park would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this park.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Roosevelt Municipal Golf Course 2650 N Vermont Ave Los Angeles	<p>This public facility is approximately 3,900 feet from the nearest temporary impact limit and approximately 3,900 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Saint Bernard's Roman Catholic Church 2500 W Ave 33 Los Angeles</p>	<p>This public facility is approximately 2,050 feet from the nearest temporary impact limit and approximately 2,750 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Saint Matthews Lutheran Church 1920 W Glenoaks Blvd Glendale	<p>This public facility is approximately 970 feet from the nearest temporary impact limit and approximately 1,400 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this church are not expected to be used by construction traffic under the HSR Build Alternative, this church would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>School of Math & Science at Felicitas and Gonzalo Mendez Learning Center 1200 Plaza Del Sol Los Angeles</p>	<p>This public facility is approximately 1,100 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Solano Avenue Elementary School 615 Solano Ave Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,550 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Sonia M. Sotomayor Learning Academies 2050 San Fernando Rd Los Angeles</p>	<p>This public facility is within the nearest temporary impact limit and is less than 50 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: A small portion of the property would be impacted by a TCE under the HSR Build Alternative. • Air Quality: Based on the close proximity of this school to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this school to the nearest temporary impact limit, the school is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this school are expected to be used by construction traffic under the HSR Build Alternative, this school may experience temporary construction traffic or access effects. • Parking: The HSR Build Alternative may result in temporary loss of parking due to the location of the TCE. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: Permanent subsurface easements are proposed at this school under the HSR Build Alternative.
<p>St. Bernard Elementary School 3254 Verdugo Road Los Angeles</p>	<p>This public facility is approximately 4,200 feet from the nearest temporary impact limit and approximately 2,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
	<p>expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative.</p> <ul style="list-style-type: none"> • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.
<p>Station No. 1 – Pasadena Ave. 2230 Pasadena Ave Los Angeles</p>	<p>This public facility is approximately 2,000 feet from the nearest temporary impact limit and approximately 2,100 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Temple Emanuel 1798 Rogers Pl Burbank</p>	<p>This public facility is approximately 700 feet from the nearest temporary impact limit and approximately 800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this fire station under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this fire station are not expected to be used by construction traffic under the HSR Build Alternative, this fire station would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this fire station. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this fire station under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this fire station would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this fire station from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this fire station would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this fire station are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this fire station would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this fire station.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Templo Bethel 1145 Cypress Ave Los Angeles</p>	<p>This public facility is approximately 900 feet from the nearest temporary impact limit and approximately 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, the intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative. Therefore, this facility may experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Templo Gethsemani 324 S Avenue 17 Los Angeles</p>	<p>This public facility is approximately 380 feet from the nearest temporary impact limit and approximately 325 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this church under the HSR Build Alternative. • Air Quality: Based on the distance of this church from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this church from the nearest temporary impact limit and the presence of intervening land uses, the church is not expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this church are expected to be used by construction traffic under the HSR Build Alternative. While access would not be blocked, the adjacent streets will be used for construction under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this church. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this church under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this church would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this church from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this church would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this church are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this church would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this church.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Terminal Annex Post Office 900 N Alameda St Los Angeles	<p>This public facility is immediately adjacent to a permanent impact limit, and an adjacent parcel will be acquired.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this facility to the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this facility to the nearest temporary impact limit, the facility is expected to experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: A structure within this facility will be fully acquired, but it is on a parcel adjacent to the Terminal Annex structures. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. However, the close proximity of this facility to the permanent impacts limit indicates that the facility would experience noise impacts under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>The Autry Museum of the American West 4700 Western Heritage Wy Los Angeles</p>	<p>This public facility is approximately 2,000 feet from the nearest temporary impact limit and approximately 1,950 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this museum under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this museum from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this museum are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this museum would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this museum.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>The Geffen Contemporary at Moca 125 N Central Ave Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this museum under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this museum from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this museum are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this museum would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this museum.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>United Brethren Church 1199 N Reese St Burbank</p>	<p>This public facility is adjacent to the nearest temporary impact limit and approximately 1,300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this museum are not expected to be used by construction traffic under the HSR Build Alternative, this museum would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this museum. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this museum under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this museum would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this museum would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
United States District Court – Central District of California – Western Division 312 N Spring St Los Angeles	<p>This public facility is approximately 1,800 feet from the nearest temporary impact limit and approximately 1,800 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>United States District Court – Central District of California – Western Division – Edward R. Roybal Federal Building And Courthouse 255 E Temple St Los Angeles</p>	<p>This public facility is approximately 1,500 feet from the nearest temporary impact limit and approximately 1,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
US Department of Veterans Affairs – Los Angeles Ambulatory Care Center 351 E Temple St Los Angeles	<p>This public facility is approximately 3,450 feet from the nearest temporary impact limit and approximately 1,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Utah Street Elementary School 255 Gabriel Garcia Marquez St Los Angeles</p>	<p>This public facility is approximately 1,450 feet from the nearest temporary impact limit and approximately 1,450 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Washington Irving Middle School Math Music Engineering Magnet 3010 Estara Ave Los Angeles</p>	<p>This public facility is approximately 1,800 feet from the nearest temporary impact limit and approximately 2,500 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>White Memorial Adventist School 1605 New Jersey St Los Angeles</p>	<p>This public facility is approximately 5,500 feet from the nearest temporary impact limit and approximately 3,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>White Memorial Medical Center 1720 E Cesar E Chavez Ave Los Angeles</p>	<p>This public facility is approximately 6,000 feet from the nearest temporary impact limit and approximately 2,600 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this facility are not expected to be used by construction traffic under the HSR Build Alternative, this facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>William Mead Homes 120 Leroy St Los Angeles</p>	<p>This public facility is approximately 300 feet from the nearest temporary impact limit and approximately 300 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
William Mead Homes Open Space 256 E Elmyra St Los Angeles	<p>This public facility is approximately 680 feet from the nearest temporary impact limit and approximately 8 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the close proximity of this public facility to the nearest permanent impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the close proximity of this public facility to the nearest temporary impact limit, the public facility would experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Some local streets that provide access to this public facility are expected to be used by construction traffic under the HSR Build Alternative. Therefore, this public facility may experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would result in the loss of some parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: The HSR Build Alternative would require a partial acquisition that affects the grass play area, landscaping, community roads, and community parking within this public facility. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, there would be minimal air pollutant impacts in general, and this public facility would not experience air quality impacts. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. This property would be partially acquired and may experience noise impacts due to continued operation of the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are expected to be used by operations-related traffic under the HSR Build Alternative, and the facility may experience some impacts under the HSR Build Alternative. • Parking: The HSR Build Alternative would result in the permanent loss of some parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Year Round Shelter – Jovenes, Inc. 1208 Pleasant Ave Los Angeles</p>	<p>This public facility is approximately 1,200 feet from the nearest temporary impact limit and approximately 1,200 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this homeless shelter are not expected to be used by construction traffic under the HSR Build Alternative, this homeless shelter would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this homeless shelter. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this homeless shelter under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this homeless shelter would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this homeless shelter from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this homeless shelter not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this homeless shelter are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this homeless shelter would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this homeless shelter.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Pecan Recreation Center 127 S Pecan St Los Angeles	<p>This public facility is approximately 3,400 feet from the nearest temporary impact limit and approximately 2,700 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>BWS District 14 – Civic Center District Office – General Relief and Calfresh Program Division 813 E 4th Pl Los Angeles</p>	<p>This public facility is approximately 1,100 feet from the nearest temporary impact limit and approximately 2,000 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this public facility under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this public facility are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this public facility. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this public facility under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this public facility would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this public facility from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this public facility would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this public facility are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this public facility would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this public facility.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Castelar Elementary School 840 Yale St Los Angeles	<p>This public facility is approximately 1,667 feet from the nearest temporary impact limit and approximately 2,274 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Eleanor J. Toll Middle School 700 Glenwood Rd Glendale</p>	<p>This public facility is approximately 2,410 feet from the nearest temporary impact limit and approximately 2,323 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Is Magnolia Park School 1915 W Monterey Ave Burbank</p>	<p>This public facility is approximately 213 feet from the nearest temporary impact limit and approximately 310 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this school under the HSR Build Alternative. • Air Quality: Based on the distance of this facility from the nearest temporary impact limit, it would not experience short-term construction-related air quality effects. • Noise: Based on the distance of this school from the nearest temporary impact limit, it would not experience short-term construction-related noise effects. • Traffic/Access: Because the local streets that provide access to this school are not expected to be used by construction traffic under the HSR Build Alternative, this school would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this school. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this school under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this school would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this school from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this school would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this school are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this school would not experience long-term operational traffic effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this school.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
<p>Renaissance Arts Academy 2558 N San Fernando Rd Los Angeles</p>	<p>This public facility abuts the nearest temporary impact limit and is approximately 182 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this academy under the HSR Build Alternative. • Air Quality: Based on the distance of this academy from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this academy from the nearest temporary impact limit, the facility may experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this academy are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this academy. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this academy under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this academy would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this academy from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this academy would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this academy are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this academy would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this academy.

Name, Address, and Jurisdiction ¹	Potential Temporary and Permanent Effects
Ribet Academy College Preparatory 2911 N San Fernando Rd Los Angeles	<p>This public facility abuts the nearest temporary impact limit and is approximately 904 feet from the nearest permanent impact limit for the HSR Build Alternative.</p> <p>Construction Impacts</p> <ul style="list-style-type: none"> • TCEs: No TCEs are proposed at this academy under the HSR Build Alternative. • Air Quality: Based on the distance of this academy from the nearest temporary impact limit, it could experience temporary construction air quality effects due to fugitive dust and equipment emissions under the HSR Build Alternative. • Noise: Based on the distance of this academy from the nearest temporary impact limit, the facility may experience temporary construction noise under the HSR Build Alternative. • Traffic/Access: Because the local streets that provide access to this academy are not expected to be used by construction traffic under the HSR Build Alternative, this public facility would not experience temporary construction traffic or access effects under the HSR Build Alternative. • Parking: The HSR Build Alternative would not result in the temporary loss of parking stalls at this academy. <p>Operation Impacts</p> <ul style="list-style-type: none"> • Property Acquisition/Easements: No property acquisition or permanent easements are proposed at this academy under the HSR Build Alternative. • Air Quality: Because the HSR system would be electrically powered, it would not emit air pollutants along the alignment. Therefore, this academy would not experience long-term operational air quality effects under the HSR Build Alternative. • Noise: Because the HSR system would be electrically powered, it would not produce excessive noise along the alignment. Therefore, based on the distance of this academy from the nearest permanent impact limit, its distance from construction, the presence of intervening land uses, and the fact that the HSR system would be electrically powered, this academy would not experience long-term operational noise effects under the HSR Build Alternative. • Traffic/Access: The local streets that provide access to this academy are not expected to be used by operations-related traffic under the HSR Build Alternative and would not be impacted by operation of the HSR system. Therefore, this academy would not experience long-term operational traffic effects. • Parking: The HSR Build Alternative would not result in the permanent loss of parking stalls at this academy.

No. = Number
 PUC = Public Utilities Commission
 RSA = resource study area
 SR = State Route
 TCE = temporary construction easement
 U.S. = United States
 USD = Unified School District