3.15 Recreation

3.15.1 Introduction

This section describes the regulatory and environmental setting for recreational resources in the vicinity of the Proposed Project [including all track variants, technology variants, and the Greenville and Mountain House initial operating segments (IOS)] and the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy Operation and Maintenance Facility [OMF] Alternative, Mountain House Station Alternative, and Downtown Tracy Station Parking Alternatives 1 and 2). It also describes the impacts on recreational resources and the mitigation measures that would reduce significant impacts, where feasible and appropriate for the Proposed Project and the alternatives analyzed at an equal level of detail. There would be no differences in the physical impacts on recreational resources due to the diesel multiple unit (DMU), hybrid battery multiple unit (HBMU), battery-electric multiple unit (BEMU), or diesel locomotive haul (DLH) technology variants, so the discussion in this section does not discuss those variants. Potential impacts associated with implementation of the Proposed Project and the alternatives analyzed at an equal level of detail assume the larger environmental footprint at proposed and alternative stations associated with a potential IOS (i.e., Greenville IOS, Mountain House IOS, Southfront Road Station Alternative IOS, and Mountain House Station Alternative IOS) and/or the expanded parking in 2040. As such, the analysis of the Proposed Project and the alternatives analyzed at an equal level of detail below considers the potential impacts associated with a potential IOS and/or the expanded parking in 2040.

The term "recreational resources" is defined in this section as publicly-owned properties used for recreation that include one or more of the following: public parks and open spaces, including greenbelts; pedestrian and bicycle trails; playfields; waterways that support water-oriented recreational activities; and school district play areas that are available for public use during non-school hours. On-street bicycle routes are considered transportation facilities and are therefore not considered recreational resources. Section 3.17, *Transportation and Traffic*, describes existing bicycle routes and discloses any Project-related effects on bicycle movement. Cumulative impacts on recreational resources, in combination with planned, approved, and reasonably foreseeable projects, are discussed in Chapter 4, *Other CEQA-Required Analysis.*

3.15.2 Regulatory Setting

This section summarizes federal, state, regional, and local regulations related to recreational resources that are applicable to the Proposed Project and the alternatives analyzed at an equal level of detail.

3.15.2.1 Federal

National Trails System Act

The National Trails Systems was created in 1968 by the National Trails System Act (Public Law 90-543). The National Trails System Act authorized a national system of interstate riding and hiking trails to provide additional outdoor recreation opportunities and promote the preservation of access

to outdoor areas and historic resources. The National Trails System includes four classes of trails: National Historic Scenic Trails, National Historic Trails, National Recreation Trails, and Connecting or Side Trails. To support this legislation, protect existing trails, and provide new trails, the California Department of Parks and Recreation prepared the California Recreational Trails Plan, last updated in June 2002, as a guide for all state agencies that provide and manage recreational trails.

Portions of the Juan Bautista de Anza National Historic Trail are in the Altamont segment. Although this trail is considered part of the National Trails System, the parts of the trail located in the Altamont segment are historical portions of the Juan Bautista de Anza National Historic Trail that are no longer active, as indicated by National Park Service (NPS) maps (NPS 2019). Thus, these historic portions are not considered recreational resources. Active segments of this historic trail are not within the study area.

3.15.2.2 State

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland in the state is California's Public Park Preservation Act of 1971. Under California Public Resources Code (Public Res. Code) §§ 5400–5409, a public agency that acquires public parkland for non-park use must either pay compensation that would cover the cost of acquiring substantially equivalent substitute parkland or provide substitute parkland with comparable characteristics. If less than 10 percent of the parkland, but not more than 1 acre, is acquired, the operating entity may improve the portion of the parkland and facilities that was not acquired.

California Recreational Trails Act

The California Recreational Trails Plan was produced by California State Parks for all state agencies and recreation providers that manage trails. Preparation of a recreational trails plan was authorized by the legislature in 1978 as an element of the California Recreational Trails Act (Public Res. Code §§ 2070–5077.8). The plan identifies trail corridors that form a statewide trail system, linking mountain, valley, and coastal communities to recreational, cultural, and natural resources throughout the state. Part of the historical portion of the Juan Bautista De Anza Trail, which is part of the California Recreational Trails Plan, is in the study area of the Altamont segment. However, this portion of the historical Juan Bautista De Anza Trail is not an active segment and thus not considered a recreational resource.

3.15.2.3 Regional and Local

Appendix I, *Regional Plans and Local General Plans*, provides a list of applicable goals, policies, and objectives from regional and local plans of the jurisdictions in which Valley Link segments are proposed. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires an environmental impact report to discuss "any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." These plans were considered during preparation of this analysis and reviewed to assess whether the Proposed Project and the alternatives analyzed at an equal level of detail would be consistent[1] with the plans of the relevant

[1] An inconsistency with regional or local plans is not necessarily considered a significant impact under CEQA, unless it is related to a physical impact on the environment that is significant in its own right.

jurisdictions. The Proposed Project and the alternatives analyzed at an equal level of detail would be generally consistent with the applicable goals, policies, and objectives related to recreational resources identified in Appendix I.

3.15.3 Environmental Setting

This section discusses the environmental setting related to recreational resources by geographic segment. For the purposes of this analysis, the study area for recreational resources is defined as:

- For direct impacts, the environmental footprint (i.e., anticipated area of direct disturbance); and
- For indirect impacts, areas within 1,000 feet of the environmental footprint.

No recreational resources were identified within 1,000 feet of the environmental footprint for the following: Isabel Station; Owens-Illinois Industrial Lead Variant 1, Single Track; Owens-Illinois Industrial Lead Variant 2, Double Track; Interim OMF; Mountain House Station; Tracy OMF; and River Islands Station. In addition, no recreational resources were identified within 1,000 feet of the environmental footprint for the Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, and the Mountain House Station Alternative. This *Environmental Setting* section, therefore, does not identify any recreational resources near those proposed and alternative facilities.

Figures 3.15-1 through 3.15-9 depict the study area for recreational resources in the vicinity of the footprint for the Proposed Project and station alternatives (Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2). Recreational resources are generally overseen by the parks and recreation departments of the cities and counties where improvements are proposed. These municipalities generally use planning documents, such as master plans, to guide the acquisition, preservation, improvement, maintenance, and expansion of local parklands and trail networks. In addition, the general plans of each jurisdiction typically include goals and policies that address issues related to recreational resources. Regional entities, such as the East Bay Regional Park District (EBRPD), oversee parks, recreation, and open space in Alameda and Contra Costa Counties.

Information presented in this section regarding existing recreational resources was obtained from local land use general plans, local and regional park master plans, and bicycle plans as well as reviews of aerial maps and geographic information system (GIS) data.

3.15.3.1 Tri-Valley

As shown in Figure 3.15-1 through Figure 3.15-4, there are seven recreational resources within the study area for the Tri-Valley segment. Table 3.15-1 shows the size,[2] recreational amenities provided, and distance from the recreational resources to the nearest proposed station or proposed alignment. Recreational resources within the study area for direct impacts are further described below.

[2] The sizes noted in Tables 3.15-1 through 3.15-3 are the total sizes for the recreational resources (not the size of the portion within the Project study area).

Table 3.15-1. Tri-Valley – Parks and Recreational Facilities in the Study Area

Map ID	Resource Name	Amenities	Resource Size	Nearest Proposed Station or Proposed Alignment	Distance from Proposed Station or Proposed Alignment
1	Dublin Sports Grounds	Soccer and baseball fields, trails, play areas, picnic tables	22 acres	Tri-Valley Alignment	10 feet
2	Iron Horse Regional Trail	Bicycle, pedestrian, and equestrian trail	32 miles	Dublin/Pleasanton Station	0 feet[3]
				Tri-Valley Alignment	
3	Livermore Downs	Tot lot, play structure, four pickleball courts, basketball courts, sports field	4.5 acres	Tri-Valley Alignment	350 feet
4	Bill Clark Park	Play area, picnic area, soccer field, softball area	2.4 acres	Tri-Valley Alignment	900 feet
5	Arroyo Las Positas Trail	Public-use asphalt trail next to Arroyo Las Positas	2.2 miles	Tri-Valley Alignment	50 feet
6	Northfront Park	Play area, picnic area, walking loop trail and pedestrian and bicycle trails	2.7 acres	Tri-Valley Alignment	500 feet
7	Brushy Peak Regional Preserve	Hiking trails	1,833 acres	Tri-Valley Alignment	330 feet
				Altamont Alignment	340 feet
				Greenville Station	480 feet

Sources: City of Dublin 2019; City of Livermore 2019; City of Livermore 2004; City of Pleasanton 2005; Tri-Valley Partners 2012; City of Livermore 2013; EBRPD 2018

Iron Horse Regional Trail

The 32-mile-long Iron Horse Regional Trail passes through the cities of Concord, Walnut Creek, Alamo, Danville, San Ramon, Dublin, and Pleasanton. The portion of the trail that passes through Dublin and Pleasanton is paved. It crosses under Interstate (I-) 580 at the Dublin/Pleasanton Bay Area Rapid Transit (BART) Station and is open for use by bicyclists; pedestrians, including people in wheelchairs; and equestrians. Although the trail passes through many jurisdictions, including the

[3] Iron Horse Regional Trail crosses directly below the I-580 corridor and the proposed Tri-Valley Alignment and Dublin/Pleasanton Station in the form of an underpass. Although it is not currently known which construction activities, if any, may occur within, adjacent to, or above the Iron Horse Regional Trail at this location, the recreational resource is conservatively considered to be within the footprint of the Tri-Valley Alignment and Dublin/Pleasanton Station and therefore may be subject to temporary intermittent closures or access restrictions.

ICF7/7/2020 USER 24991 PATH \\PDCOITRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd

N

0 1

Miles

Data Sources: Esri Imagery, 2016.

Environmental Footprint

Indirect Impacts

Recreational Facilities

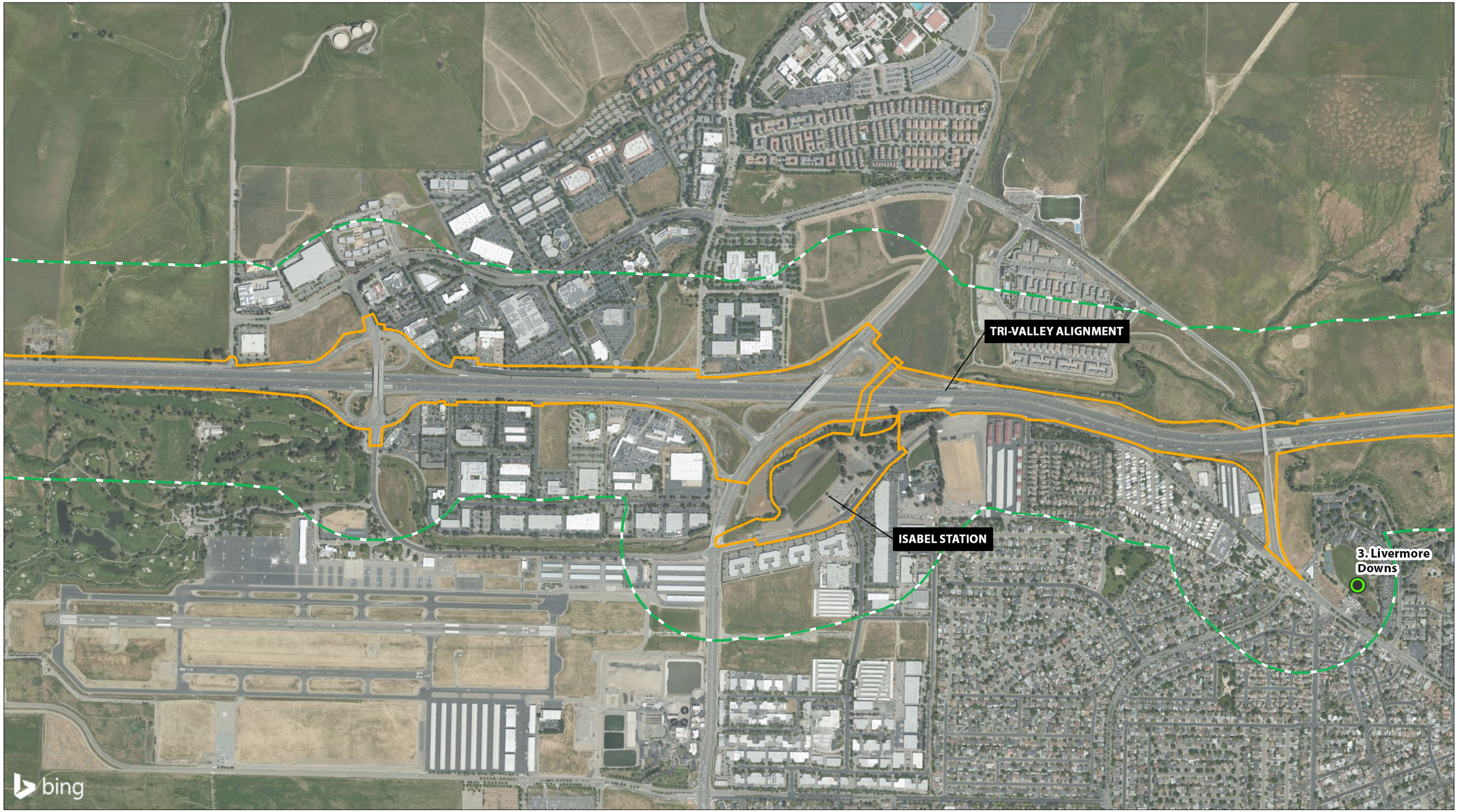
Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-1

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOTRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd



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Data Sources: Esri Imagery, 2016.

Environmental Footprint
Indirect Impacts
Recreational Facilities

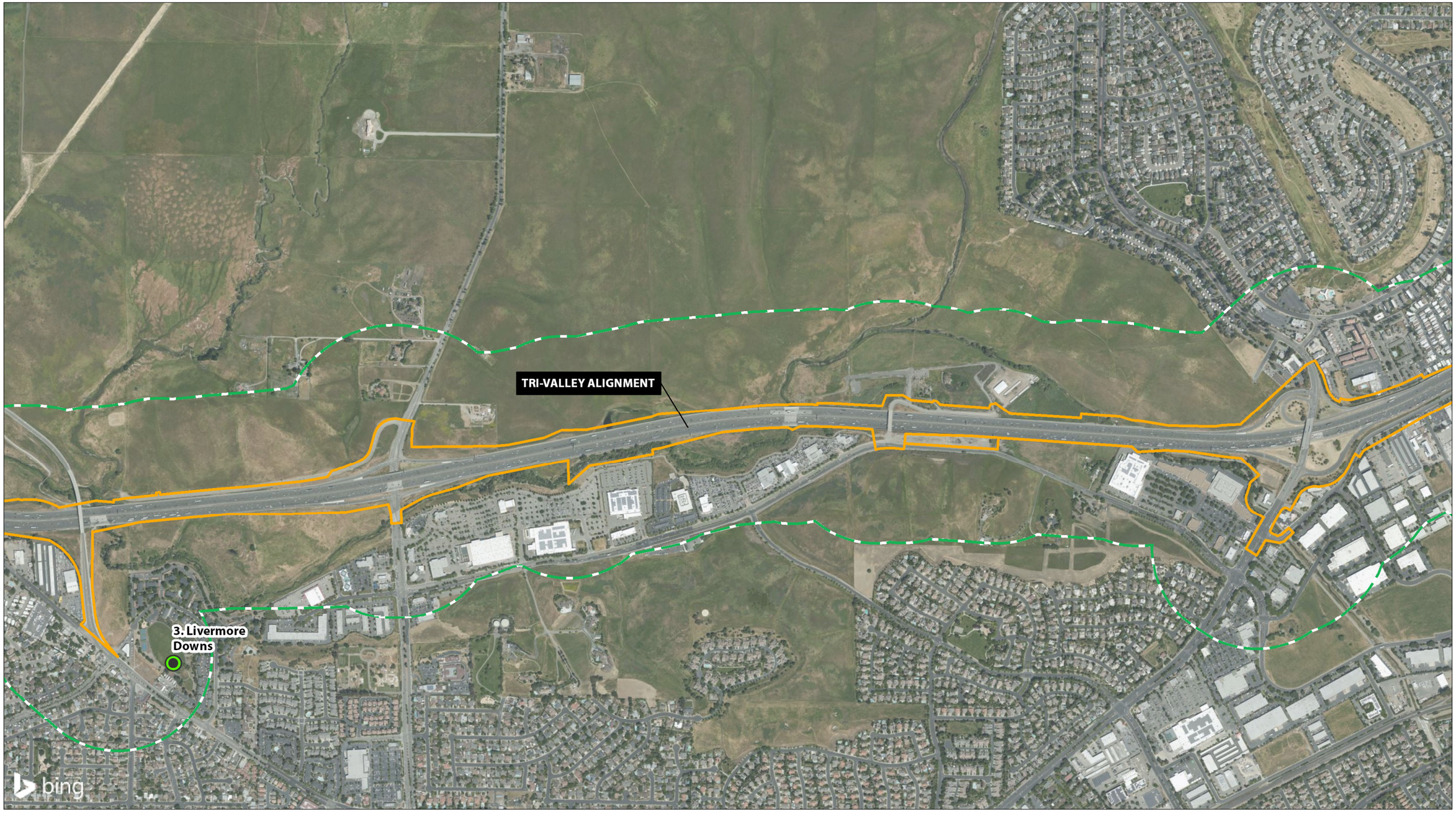
Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-2

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOTRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd



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Data Sources: Esri Imagery, 2016.

Environmental Footprint
Indirect Impacts
Recreational Facilities

Tri-Valley San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-3

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOTRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd

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Data Sources: Esri Imagery, 2016.

Environmental Footprint

Indirect Impacts

Recreational Facilities

Brushy Peak Regional Preserve Boundary

Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-4

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOITRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd

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Data Sources: Esri Imagery, 2016.

Environmental Footprint
Indirect Impacts
Recreational Facilities

Tri-Valley San Joaquin Valley Regional Rail Authority

Valley Link Project

FIGURE 3.15-5

Parks and Recreational Facilities

TRACY TO LATHROP ALIGNMENT

18. Tracy Community Center

19. Civic Center Plaza

DOWNTOWN TRACY STATION PARKING ALTERNATIVE 2

16. Tracy Downtown Plaza

DOWNTOWN TRACY STATION

20. Lester Huck Park

13. Fisher (Jack) Park

DOWNTOWN TRACY STATION PARKING ALTERNATIVE 1

15. McDonald Park

17. Hoyt Park

bing

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Data Sources: Esri Imagery, 2016.

Environmental Footprint

Indirect Impacts

Recreational Facilities

Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-6

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOITRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd

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Miles

Data Sources: Esri Imagery, 2016.

Environmental Footprint
Indirect Impacts
Recreational Facilities

Tri-Valley San Joaquin Valley Regional Rail Authority

Valley Link Project

FIGURE 3.15-7

Parks and Recreational Facilities

ICF7/7/2020 USER 24991 PATH \\PDCOITRDSGIS1\Projects_1\AECOM\00258_18_ValleyLink\Figures\ParksRec\35_ParksandRec_Facilities_Updated_20200701\VL_ParksRec_Figure_Updated_20200701.mxd

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Data Sources: Esri Imagery, 2016.

Environmental Footprint

Indirect Impacts

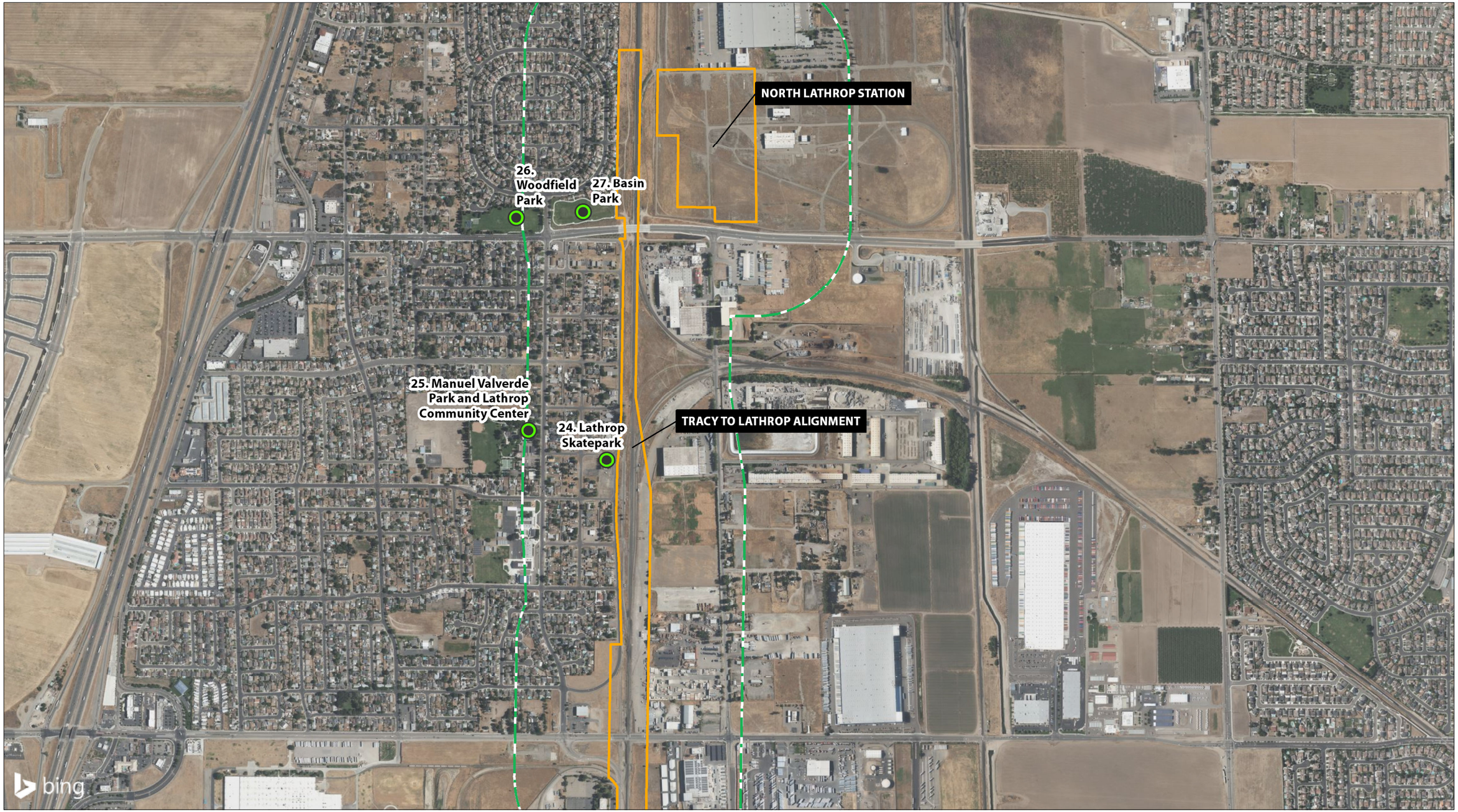
Recreational Facilities

Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-8

Parks and Recreational Facilities



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Miles

Data Sources: Esri Imagery, 2016.

Environmental Footprint

Indirect Impacts

Recreational Facilities

Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Project

FIGURE 3.15-9

Parks and Recreational Facilities

cities of Dublin and Pleasanton, as well as the BART station, the EBRPD is the agency responsible for trail maintenance and operations.

3.15.3.2 Altamont

As shown in Figure 3.15-4, there is one recreational resource within the study area for the Altamont segment (the Brushy Peak Reserve, which is also in proximity to the Tri-Valley Alignment), as summarized in Table 3.15-2.

Table 3.15-2. Altamont – Parks and Recreational Facilities in the Study Area

Map ID	Resource Name	Amenities	Resource Size	Nearest Proposed Alignment	Distance from Proposed Alignment
7	Brushy Peak Regional Preserve	Bicycle and pedestrian trails	1,833 acres	Tri-Valley Alignment	330 feet
				Altamont Alignment	340 feet

Sources: City of Livermore 2019; EBRPD 2018.

3.15.3.3 Tracy to Lathrop

As shown in Figures 3.15-5 through 3.15-9, there are 20 recreational resources within the study area for the Tracy to Lathrop segment. Table 3.15-3 shows the size, recreational amenities provided, and distance from the recreational resource to the nearest proposed alignment, proposed station, or alternative station. Recreational resources within the study area for direct impacts are further described below.

Table 3.15-3. Tracy to Lathrop – Parks and Recreational Facilities in the Study Area

Map ID	Resource Name	Amenities	Total Resource Size	Nearest Proposed Alignment, Proposed Station, or Alternative Station	Distance from Proposed Alignment, Proposed Station, or Alternative Station
8	(Joan) Sparks Park	Play structure, grassy play/picnic area, skate area, basketball court	1.8 acres	Tracy to Lathrop Alignment, variants 1 and 2	130 feet
9	Chadeayne (J. Kingsley) Park	Open space, picnic area, play area, horseshoe areas	1.7 acres	Tracy to Lathrop Alignment, variants 1 and 2	390 feet
10	Bailor/Hennan Park	Play area, picnic area, basketball court	0.5 acre	Tracy to Lathrop Alignment, variants 1 and 2	850 feet

Map ID	Resource Name	Amenities	Total Resource Size	Nearest Proposed Alignment, Proposed Station, or Alternative Station	Distance from Proposed Alignment, Proposed Station, or Alternative Station
11	Earle E. Williams Middle School	Open field, track, baseball fields, basketball courts, tennis courts	~10 acres	Tracy to Lathrop Alignment, variants 1 and 2	1,000 feet
12	Sister Cities Park	Open space, play area, picnic area	0.5 acre	Tracy to Lathrop Alignment, variants 1 and 2	550 feet
13	Fisher (Jack) Park	Open space, play area, basketball court, picnic area, swings, bicycle, and pedestrian trail	2 acres	Tracy to Lathrop Alignment, variants 1 and 2	350 feet
14	South/West Park Elementary School	Play areas, baseball field	11.5 acres	Tracy to Lathrop Alignment, variants 1 and 2	650 feet
15	McDonald Park	Open space, play area, barbeque area, multi-sport court, swings	1.5 acres	Tracy to Lathrop Alignment, variants 1 and 2	780 feet
				Downtown Tracy Station	800 feet
				Downtown Tracy Station Parking Alternative 1	800 feet
16	Downtown Plaza	Community event area, outdoor seating, lawn area	0.4 acre	Downtown Tracy Station	60 feet
				Downtown Tracy Station Parking Alternative 1	60 feet
				Downtown Tracy Station Parking Alternative 2	60 feet
				Tracy to Lathrop Alignment, variants 1 and 2	70 feet
17	Hoyt Park	Play area, tennis courts, shade	7.6 acres	Downtown Tracy Station	350 feet

Map ID	Resource Name	Amenities	Total Resource Size	Nearest Proposed Alignment, Proposed Station, or Alternative Station	Distance from Proposed Alignment, Proposed Station, or Alternative Station
		structure, horseshoe areas, picnic area, walking path		Downtown Tracy Station Parking Alternative 1	350 feet
				Tracy to Lathrop Alignment, variants 1 and 2	790 feet
18	Tracy Community Center	Reception halls	2.3 acres	Tracy to Lathrop Alignment, variants 1 and 2	675 feet
19	Civic Center Plaza	Walking path	4.5 acres	Tracy to Lathrop Alignment, variants 1 and 2	600 feet
20	Lester Huck Park	Open space, play area, swings	0.5 acre	Tracy to Lathrop Alignment, variants 1 and 2	750 feet
				Downtown Tracy Station	1,000 feet
				Downtown Tracy Station Parking Alternative 1	1,000 feet
21	Banta Elementary School	Play areas, basketball courts, soccer field	8.0 acres	Tracy to Lathrop Alignment, variants 1 and 2	500 feet
22	San Joaquin River	Boating, fishing, water skiing	370 miles (from source in Madera County to San Francisco Bay)	Tracy to Lathrop Alignment, variants 1 and 2	0 feet[4]

[4] A portion of the existing UPRR ROW crosses San Joaquin River over an existing bridge. The footprint of the Proposed Project is therefore within this recreational resource.

Map ID	Resource Name	Amenities	Total Resource Size	Nearest Proposed Alignment, Proposed Station, or Alternative Station	Distance from Proposed Alignment, Proposed Station, or Alternative Station
23	Mossdale Crossing Regional Park	Boat ramp, restrooms, fishing access, picnic area	7.6 acres	Tracy to Lathrop Alignment, variants 1 and 2	0 feet[5]
24	Lathrop Skatepark	Skating park	0.25 acre	Tracy to Lathrop Alignment, variants 1 and 2	80 feet
25	Manuel Valverde Park and Lathrop Community Center	Picnic area, play area, open space, water play area, softball field	8.9 acres	Tracy to Lathrop Alignment, variants 1 and 2	845
26	Woodfield Park	Play structure, basketball courts	5.3 acres	Tracy to Lathrop Alignment, variants 1 and 2	760 feet
27	Basin Park[6]	Walking trail, open space, fitness equipment, picnic area	4.8 acres	Tracy to Lathrop Alignment, variants 1 and 2	10 feet
				North Lathrop Station	650 feet

Sources: San Joaquin County Parks and Recreation 2019; City of Tracy 2019; City of Lathrop 2019; Jones pers. comm.

San Joaquin River

The rail alignment for the existing Union Pacific Railroad (UPRR) Oakland and Tracy Subdivision crosses the San Joaquin River south of Lathrop in San Joaquin County. The nearest public access to this portion of the San Joaquin River is at Mossdale Crossing Regional Park.[7]

Mossdale Crossing Regional Park

A portion of the rail alignment for the existing UPRR Oakland and Tracy Subdivision passes through Mossdale Crossing Regional Park. This resource provides a picnic area, fishing access, and a boat ramp. This resource is adjacent to the San Joaquin River in San Joaquin County.

5 A portion of the existing UPRR ROW crosses through Mossdale Crossing Regional Park. The footprint of the Proposed Project is therefore within this recreational resource.

6 As of May 2019, this park is yet to be officially named by the City of Lathrop; Basin Park is the temporary name, according to Zachary Jones, director of the City's Department of Parks and Recreation (Jones pers. comm.).

7 The River Islands development also includes a private river access area, directly across the river from Mossdale Crossing Regional Park. Because this area is open only to residents of the River Islands development and their guests, it is not considered a public park/recreational facility and thus not evaluated here.

3.15.4 Impact Analysis

This section describes the Proposed Project's environmental impacts related to recreational resources, as well as the environmental impacts related to recreational resources due to the alternatives analyzed at an equal level of detail. It describes the methods used to evaluate the impacts as well as the thresholds used to determine whether an impact would be significant. Measures to mitigate significant impacts are provided, where appropriate.

3.15.4.1 Methods for Analysis

This analysis evaluates potential impacts on existing recreational resources that would result from implementation of the Proposed Project and the alternatives analyzed at an equal level of detail. The analysis of impacts on recreational resources was conducted through a review of the local recreation planning documents and general plans for each city and county in the study area as well as a review of GIS databases.[8]

Construction activities in the vicinity of recreational resources could result in temporary increases in noise, dust, and visual degradation for users of these resources. The potential for temporary construction impacts on recreational resources would be greatest within 300 feet of construction; recreational resources located more than 300 feet from construction areas would be remote enough to remain comparatively unaffected by construction-related noise, dust, and visual effects.

Construction could require temporary construction easements within a recreational resource or temporary closure/use disruption at a recreational resource. A construction-period impact on recreational resources would be considered significant if construction were to prevent the function of the recreational resource from continuing or diminish the ability of users to use or access the recreational resource, leading to increased use of other park areas such that substantial physical deterioration of those facilities would occur, or be accelerated, or require the construction or expansion of recreation resources, which could result in an adverse effect on the environment.

Operational impacts on recreational resources could result from three types of effects:

- Increased noise, air pollution, and visual impairment, which would be experienced by users of nearby recreational resources;
- Substantial population growth and resultant increased demand for and/or accelerated deterioration of recreational resources; and
- Permanent acquisition of recreational areas.

For certain types of recreational resources, such as open space areas that derive recreational value from their natural setting, the introduction of rail operations within or near such resources could directly or indirectly affect their recreational value. Therefore, an operational-period impact on recreational resources would be considered significant if operation were to affect the character of the existing recreational resources, leading to increased use of other park areas such that substantial physical deterioration of those facilities would occur, or be accelerated, or require the

[8] The compiled GIS database came from a variety of sources. ICF's GIS staff conducted research and digitized maps in 2016 and 2017, the Juan Bautista de Anza National Historic Trail line was acquired from an NPS contact in 2016, and 2015 data were downloaded from the California Protected Areas Database in April 2016.

construction or expansion of recreation resources, which could result in an adverse effect on the environment.

3.15.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.) has identified the significance criteria to be considered in determining whether a project could have significant impacts on existing recreational resources. The lead agency has supplemented the criteria with additional thresholds, concerning the construction-related effects of a project.

An impact would be considered significant if construction or operation of the Proposed Project or the alternatives analyzed at an equal level of detail were to have any of the following consequences:

- Substantially impair access to or the quality of existing recreational facilities;
- Increase the use of existing neighborhood and regional parks, or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated; and
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

3.15.4.3 Impacts and Mitigation Measures

Impact REC-1: Construction and operation of the Proposed Project could substantially impair access to and/or the quality of existing recreational facilities.

Level of Impact Prior to Mitigation	**Potentially Significant (mitigation required)** Proposed Project Tri-Valley Alignment Dublin/Pleasanton Station Tracy to Lathrop Alignment Variant 1, Single Track Tracy to Lathrop Alignment Variant 2, Double Track Downtown Tracy Station Alternatives Analyzed at an Equal Level of Detail Downtown Tracy Station Parking Alternative 1 Downtown Tracy Station Parking Alternative 2 **Less than Significant** Proposed Project Greenville Station Altamont Alignment North Lathrop Station **No Impact** Proposed Project Isabel Station Interim OMF Owens-Illinois Industrial Lead Variant 1, Single Track Owens-Illinois Industrial Lead Variant 2, Double Track Mountain House Station

	Tracy OMF River Islands Station <u>Alternatives Analyzed at an Equal Level of Detail</u> Southfront Road Station Alternative Stone Cut Alignment Alternative West Tracy OMF Alternative Mountain House Station Alternative
Mitigation Measures	REC-1.1: Coordinate with the East Bay Regional Park District to provide advance notice of construction activities and maintain safe access to the Iron Horse Regional Trail during construction REC-1.2: Coordinate with San Joaquin County to provide advance notice of construction activities and maintain a safe open channel in the San Joaquin River during construction AES-1.1: Install visual barriers between construction work areas and sensitive residential and recreational receptors AQ-2.1: Implement advanced emissions controls for off-road equipment during construction AQ-2.2: Implement off-road equipment engine maintenance and idling restrictions during construction AQ-2.3: Implement advanced emissions controls for trains during construction AQ-2.4: Utilize modern fleet for on-road material delivery and haul trucks during construction AQ-2.5: Implement fugitive dust controls during construction NOI-1.1a: Implement construction noise control plan
Level of Impact after Mitigation	**Less than Significant**

Impact Characterization

As shown in Tables 3.15-1 through 3.15-3, several parks, open spaces, and waterways support recreational activities are in the vicinity of the Proposed Project. Users of parks, open spaces, and other recreational resources in the vicinity of the Proposed Project could experience impacts during the construction period, which could potentially substantially impair access to or the quality of existing recreational facilities. Construction impacts on recreational resources could include increased noise and dust caused by equipment and visual changes caused by construction activities, exposed earth, and stockpiled materials. In addition, the Proposed Project (Tri-Valley Alignment; Dublin/Pleasanton Station; and Tracy to Lathrop Alignment, variant 1 and 2) would require construction activities within recreational resources areas. Construction may temporarily affect the use and accessibility of these recreation resources and detract from the use of nearby recreational resources. Unless expressly noted, all construction-related effects are expected to be temporary (lasting only as long as the construction period required to complete a nearby proposed alignment, station, or OMF). Once the Proposed Project is operational, recreationalists would most likely be exposed to additional pollution, noise, and visual impacts from passing trains, but it is anticipated that these impacts would be minimal and would have a less-than-significant impact on the accessibility and quality of recreational resources.

Likewise, the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 would have similar impacts as the Proposed Project.

Impact Detail and Conclusions

Proposed Project

Tri-Valley Segment

Within the Tri-Valley segment, no recreational resources are within 1,000 feet of the Isabel Station. Therefore, construction and operation of the Isabel Station would not result in any impacts on access to or the quality of recreational resources.

Four recreational resources are between 300 and 1,000 feet from the Tri-Valley Alignment. In addition, one of these recreational resources is between 300 and 1,000 feet from the Greenville Station.

- Livermore Downs (Map ID: 3) is approximately 350 feet southeast of the Tri-Valley Alignment and separated from the alignment by commercial spaces and residences.
- Bill Clarke Park (Map ID: 4) is 900 feet north of the Tri-Valley Alignment and separated by intervening roadways and residences.
- Northfront Park (Map ID: 6) is approximately 500 feet north of the Tri-Valley Alignment and separated from the alignment by the Arroyo Las Positas Trail.
- The limits of Brushy Peak Regional Preserve (Map ID: 7) are approximately 330 feet west of the Tri-Valley Alignment and 480 feet north of Greenville Station. However, all bicycle and pedestrian trails within the preserve are more than 1,000 feet from the alignment.

Because of the distance, residents, and roadways that separate the above recreational facilities from the Tri-Valley Alignment and Greenville Station, construction-related visual impacts from dust as well as construction-related impacts from noise would have a less-than-significant impact on access to these resources and the quality of these resources. Once the Proposed Project is operational, daily trains would operate alongside the BART tracks as well as the I-580 corridor. Due to the distance, residents, and roadways that separate the recreational facilities from the Tri-Valley Alignment and Greenville Station, any changes to air quality, noise, and aesthetics from operation of the Proposed Project would be considered less than significant. Operation of the Proposed Project would have a less-than-significant impact on access to these resources and the quality of these resources.

Three recreational resources are within the footprint or within 300 feet of the Tri-Valley Alignment and Dublin/Pleasanton Station:

- The Dublin Sports Ground (Map ID: 1) is adjacent to the Tri-Valley Alignment.
- The Iron Horse Regional Trail (Map ID: 2) is within an underpass below the Tri-Valley Alignment footprint. The trail crosses under I-580 at the proposed Dublin/Pleasanton Station. It is currently unknown if temporary or intermittent nighttime trail closures or detours would be required. For that reason, the Iron Horse Regional Trail is conservatively considered to be within the Proposed Project footprint.
- The Arroyo Las Positas Trail (Map ID: 5) is approximately 50 feet from the Tri-Valley Alignment and separated from the Proposed Project footprint by open space and vegetation.

The Proposed Project could have an impact on the above resources because of their proximity or overlap with the Proposed Project. The Dublin Sports Ground and the Arroyo Las Positas Trail are within 300 feet of the Project footprint and there are no roads or buildings acting as barriers to

construction dust or visual degradation. Therefore, the potential exists for a significant impact on the Dublin Sports Ground and the Arroyo Las Positas Trail. The Iron Horse Regional Trail, which is within the Proposed Project footprint, crosses under I-580 at the proposed Dublin/Pleasanton Station. The Dublin/Pleasanton Station would require right-of-way (ROW) acquisition. Construction activities associated with overhead bridge expansion may also be required within this recreational resource. Based on preliminary engineering, the construction area associated with the Dublin/Pleasanton Station platform, adjacent to the existing BART station platform, could require construction that could encroach on the Iron Horse Regional Trail undercrossing. In addition, users of nearby portions of the trail would experience impacts involving visual degradation and increased noise and dust during the construction period. Thus, use and accessibility at this recreational resource would be temporarily disrupted during the construction period, which could potentially substantially impair the quality of the trail, resulting in a potentially significant impact.

Once the Proposed Project is operational, recreationalists who use the park and trails would be exposed to daily trains, which would affect air quality, aesthetics, and noise levels. Because BART currently operates daily trains on the west portion of the Tri-Valley Alignment and because the Tri-Valley segment is located in the middle of a major highway (I-580), the additional air quality, noise, and aesthetic impairments due to operation of the Proposed Project would be similar to the existing conditions. In addition, the Dublin Sports Ground, Iron Horse Regional Trail, and Arroyo Las Positas Trail support active recreational uses, such as soccer, baseball, use of playground facilities, and use of bicycle and pedestrian trails. These uses are not sensitive to noise and additional operational noise would not prevent the use of these recreational facilities. Due to the existing urban environment of these recreational facilities and considering that these parks are used for active recreational uses, the air quality, aesthetics, and noise effects from operation of the Proposed Project are not expected to prevent the use of these parks. Thus, the operational impact on the access to or the quality of recreational resources due to air quality, noise, and aesthetics would be less than significant.

Altamont Segment

Within the Altamont segment, no recreational resources are within 1,000 feet of the Interim OMF; Mountain House Station; Tracy OMF; Owens-Illinois Industrial Lead Variant 1, Single Track; or Owens-Illinois Industrial Lead Variant 2, Double Track. Therefore, construction and operation of the Interim OMF; Mountain House Station; Tracy OMF; Owens-Illinois Industrial Lead Variant 1, Single Track; or Owens-Illinois Industrial Lead Variant 2, Double Track would not result in any impacts on access to or the quality of recreational resources.

One recreational resource is between 300 and 1,000 feet from the Altamont Alignment. The boundary of Brushy Peak Regional Preserve is approximately 340 feet west of the Altamont Alignment; pedestrian and bicycle trails are more than 1,000 feet away. Because of the distance from the recreationally accessible trails of the preserve, construction and operation would have a less-than-significant impact on access to this resource and the quality of this resource.

Tracy to Lathrop Segment

Within the Tracy to Lathrop segment, no recreational resources are within 1,000 feet of the River Islands Station. Therefore, construction and operation of the River Islands Station would not result in any impacts on access to or the quality of recreational resources.

As shown in Table 3.15-3, 14 recreational resources are between 300 and 1,000 feet of the Tracy to Lathrop Alignment, variants 1 and 2. Some of these recreational resources are also between 300 and 1,000 feet of the Downtown Tracy Station and North Lathrop Station. These resources are identified below and are located primarily in residentially developed areas and are separated from the Proposed Project by intervening roadways, buildings, and other urban uses.

- Chadeayne Park (Map ID: 9)
- Bailor/Hennan Park (Map ID: 10)
- Earle E. Williams Middle School (Map ID: 11)
- Sister Cities Park (Map ID: 12)
- Fisher (Jack) Park (Map ID: 13)
- South/West Park Elementary School (Map ID: 14)
- McDonald Park (Map ID: 15)
- Hoyt Park (Map ID: 17)
- Tracy Community Center (Map ID: 18)
- Civic Center Plaza (Map ID:19)
- Lester Huck Park (Map ID: 20)
- Banta Elementary School (Map ID: 21)
- Manuel Valverde Park and Lathrop Community Center (Map ID: 25)
- Woodfield Park (Map ID: 26)

Because of the distance, residents, and roadways separating the above recreational facilities from the Tracy to Lathrop Alignment, variants 1 and 2; Downtown Tracy Station; and North Lathrop Station, construction would have a less-than-significant impact on access to these resources and the quality of these resources. The Tracy to Lathrop Alignment, variants 1 and 2 would operate along the existing UPRR ROW. Due to the distance, residents, and roadways that separate the recreational facilities from the Tracy to Lathrop Alignment, variants 1 and 2; Downtown Tracy Station; and North Lathrop Station, any changes to air quality, noise, and aesthetics from operation of the Proposed Project would be considered less than significant. Operation of the Proposed Project would have a less-than-significant impact on access to these resources and the quality of these resources.

Four recreational resources are located within 300 feet of the Tracy to Lathrop Alignment, variants 1 and 2 and the Downtown Tracy Station. Two recreational resources are located within the footprint of the Tracy to Lathrop Alignment, variants 1 and 2.

- (Joan) Sparks Park (Map ID: 8) is approximately 130 feet north of the Tracy to Lathrop Alignment, variants 1 and 2. This park is separated from the Tracy to Lathrop Alignment, variants 1 and 2 by open space.
- Downtown Plaza in Tracy (Map ID: 16) is approximately 60 feet east of the Downtown Tracy Station. It is approximately 70 feet north of the Tracy to Lathrop Alignment, variants 1 and 2. Downtown Plaza is separated from the Proposed Project by roadways and transit station bus lanes.

- The San Joaquin River (Map ID: 22) is within the Proposed Project footprint. It passes under the Tracy to Lathrop Alignment, variants 1 and 2.
- Mossdale Crossing Regional Park (Map ID: 23) is within the footprint of the Tracy to Lathrop Alignment, variants 1 and 2. The UPRR ROW currently extends approximately 50 feet into this recreational resource.
- Lathrop Skatepark (Map ID: 24) is approximately 80 feet west of the Tracy to Lathrop Alignment, variants 1 and 2. It is separated from the Tracy to Lathrop Alignment, variants 1 and 2 by a roadway.
- Basin Park (Map ID: 27) is adjacent to the Tracy to Lathrop Alignment, variants 1 and 2.

The Proposed Project could have an impact on the above resources because of their proximity to or overlap with the Proposed Project. As a result, users of the above recreational resources would most likely experience impacts involving visual degradation and increased noise and dust during the construction period. The duration of construction-period impacts would vary, based on the proposed improvement. Users of recreational resources in the vicinity of track improvements may experience construction-period impacts that last a few days to a week, whereas users of recreational resources in the vicinity of station areas may experience construction-period impacts that last up to 3 months. Users of new railroad bridges that cross water features, such as the San Joaquin River, may experience construction-period impacts that last up to 36 months.

The (Joan) Sparks Park, Downtown Plaza, Lathrop Skatepark, and Basin Park are all within 300 feet of the Tracy to Lathrop Alignment, variants 1 and 2 and the Downtown Tracy Station. Thus, construction of the Tracy to Lathrop Alignment, variants 1 and 2 and Downtown Tracy Station could temporarily disrupt the use and accessibility of recreational resources during the construction period, which could temporarily and potentially substantially impair the quality of these resources (due to impaired visual quality, noise, and air quality) and therefore result in a potentially significant impact.

The San Joaquin River and Mossdale Crossing Regional Park are within the footprint of the Tracy to Lathrop Alignment, variants 1 and 2. The portion of the footprint within Mossdale Crossing Regional Park is within the UPRR ROW, which is currently within the Park. The San Joaquin River and Mossdale Crossing Regional Park therefore face the greatest risk of being affected by construction for an extended period. Users of Mossdale Crossing Regional Park would experience impacts involving visual degradation, increased noise, and dust during construction. Construction of the Tracy to Lathrop Alignment, variant 1 would require the installation of new replacement track on the already existing track crossing at the San Joaquin River. Upgrading of the existing track within the UPRR ROW would occur in segments. Once the sub-grade, ballast, and upgraded track are installed for one segment, construction would continue down the alignment. In addition to the new tracks, construction of the Tracy to Lathrop Alignment, variant 2 would entail construction of a new bridge over the San Joaquin River, which could last approximately 14 to 36 months. Although construction would be temporary, the duration of construction activities could potentially substantially impair access to or the quality of existing recreational facilities. The impacts would be potentially significant. Thus, use and accessibility of these recreational resources would be temporarily disrupted during the construction period. Construction of the Tracy to Lathrop Alignment, variants 1 and 2 could temporarily and potentially substantially impair the quality of the San Joaquin River and Mossdale Crossing Regional Park and would therefore result in a potentially significant impact.

Once the Proposed Project is operational, recreationalists who use the recreational resources would be exposed to daily trains, which would affect air quality, aesthetics, and noise levels. Operation of the Tracy to Lathrop segment would occur within the existing UPRR ROW. Occasional freight trains currently operate along the alignment and the parks located within 300 feet of the Tracy to Lathrop Alignment, variants 1 and 2 and the Downtown Tracy Station are in urban environments that are already exposed to air quality, noise, and aesthetic impairments associated with occasional freight trains and roadways around these urban parks. In addition, (Joan) Sparks Park, the Downtown Plaza in Tracy, the San Joaquin River, Mossdale Crossing Regional Park, Lathrop Skatepark, and Basin Park support active recreational uses, including basketball, use of playground areas, boating, skating, and walking. These uses are not sensitive to noise and additional operational noise would not prevent the use of these recreational facilities. Due to the existing urban environment of these parks and considering that these parks are used for active recreational uses, the air quality, aesthetics, and noise effects from operation of the Proposed Project are not expected to prevent the use of these parks. Thus, the impact related to access and the quality of existing recreation facilities due to operation of the Proposed Project would be less than significant.

Greenville IOS and Mountain House IOS

Implementation of the Greenville IOS would require construction of the Tri-Valley Alignment, Dublin/Pleasanton Station, Isabel Station, Greenville Station, Interim OMF, and a portion of the Altamont Alignment. Implementation of the Mountain House IOS would require construction of the Tri-Valley Alignment; Dublin/Pleasanton Station; Isabel Station; Greenville Station; Altamont Alignment; Owens-Illinois Industrial Lead Variant 1, Single Track or Owens-Illinois Industrial Lead Variant 2, Double Track; Mountain House Station; and Tracy OMF.

The potential impacts from these proposed alignments, stations, and OMFs are identified above. As such, implementation of the Greenville IOS and Mountain House IOS would potentially substantially impair the quality of these resources (due to impaired visual quality, noise, and air quality) and therefore result in a potentially significant impact (due to the Tri-Valley Alignment and Dublin/Pleasanton Station).

Alternatives Analyzed at Equal Level of Detail

No recreational resources are within 1,000 feet of the Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, or Mountain House Station Alternative. Therefore, construction and operation of these alternatives would not result in any impacts on access to or the quality of recreational resources.

As shown in Table 3.15-3, three recreational resources (McDonald Park, Hoyt Park, and Lester Huck Park) are between 300 and 1,000 feet away from the Downtown Tracy Station Parking Alternative 1. These resources are located primarily in residentially developed areas and are separated from the Downtown Tracy Station Parking Alternative 1 by intervening roadways, buildings, and other urban uses. Because of the distance, residents, and roadways separating these recreational facilities from the Downtown Tracy Station Parking Alternative 1, construction would have a less-than-significant impact on access to these resources and the quality of these resources.

As shown in Table 3.15-3, one recreational resource (Downtown Plaza) is 60 feet from both the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2. The Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 could have an impact on the Downtown Plaza because of their proximity with these

alternative stations. As a result, users of the Downtown Plaza would most likely experience impacts involving visual degradation and increased noise and dust during the construction period. The duration of construction-period impacts would vary, based on the proposed improvement. Users of recreational resources in the vicinity of station areas may experience construction-period impacts that last up to 3 months. Thus, construction of the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 could temporarily disrupt the use and accessibility of recreational resources during the construction period, which could temporarily and potentially substantially impair the quality of these resources (due to impaired visual quality, noise, and air quality) and therefore result in a potentially significant impact.

Once the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 are operational, recreationalists who use the recreational resources would be exposed to daily trains, which would affect air quality, aesthetics, and noise levels. For the same reasons listed above for the Proposed Project, operation of the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 would not prevent the use of the Downtown Plaza. The impact related to access and the quality of existing recreation facilities due to operation of the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 would be less than significant.

Mitigation Measures

Mitigation Measure REC-1.1 would apply to construction of the Tri-Valley Alignment and the Dublin/Pleasanton Station to mitigate potential impacts on Iron Horse Regional Trail.

Mitigation Measure REC-1.1: Coordinate with East Bay Regional Park District to provide advance notice of construction and maintain safe access to Iron Horse Regional Trail during construction activities

The Authority or the contractor will coordinate construction activities near the Dublin/Pleasanton BART Station associated with track alignments within the I-580 crossing over Iron Horse Regional Trail with EBRPD so EBRPD can inform users of the trail regarding any potential disruption to use. A safe detour will be implemented during construction of the track alignments over the trail to ensure that use of the trail will remain available and pedestrian, bicyclist, and equestrian access to the trail will be maintained. If a temporary closure is required, the Authority or the contractor will coordinate with EBRPD on the timing and provide at least a 30-day advance notice.

Mitigation Measure REC-1.2 would apply to construction of the Tracy to Lathrop Alignment, variant 2, to mitigate potential impacts on the San Joaquin River.

Mitigation Measure REC-1.2: Coordinate with San Joaquin County to provide advance notice of construction and maintain a safe open channel in the San Joaquin River during construction activities

The Authority or the contractor will coordinate construction activities associated with the railroad bridge across the San Joaquin River with San Joaquin County so the County can inform users of the river regarding any potential disruption to use. An open channel for water-oriented recreational traffic will be maintained under the bridge at all times. Construction equipment and other potential impediments to recreation will be equipped with required safety markings (e.g., upstream/

downstream signage, exclusion methods, lights, etc.). If a temporary closure is required, the Authority or the contractor will coordinate with the County on timing and provide at least a 30-day advance notice.

Mitigation Measures AES-1.1, AQ-2.1, AQ-2.2, AQ-2.3, AQ-2.4, AQ-2.5, and NOI-1.1a would apply to the Tri-Valley Alignment; Dublin/Pleasanton Station; Tracy to Lathrop Alignment, variants 1 and 2; and Downtown Tracy Station to mitigate impacts from construction-period visual degradation and increased noise and dust at nearby recreational resources. In addition, these mitigation measures would apply to the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2.

Mitigation Measure AES-1.1: Install visual barriers between construction work areas and sensitive residential and recreational receptors

Refer to measure description under Impact AES-1 in Section 3.1, *Aesthetics*.

Mitigation Measure AQ-2.1: Implement advanced emissions controls for off-road equipment during construction

Refer to measure description under Impact AQ-2a in Section 3.3, *Air Quality*.

Mitigation Measure AQ-2.2: Implement off-road equipment engine maintenance and idling restrictions during construction

Refer to measure description under Impact AQ-2a in Section 3.3, *Air Quality*.

Mitigation Measure AQ-2.3: Implement advanced emissions controls for trains during construction

Refer to measure description under Impact AQ-2a in Section 3.3, *Air Quality*.

Mitigation Measure AQ-2.4: Utilize modern fleet for on-road material delivery and haul trucks during construction

Refer to measure description under Impact AQ-2a in Section 3.3, *Air Quality*.

Mitigation Measure AQ-2.5: Implement fugitive dust controls during construction

Refer to measure description under Impact AQ-2a in Section 3.3, *Air Quality*.

Mitigation Measure NOI-1.1a: Implement construction noise control plan

Refer to measure description under Impact NOI-1a in Section 3.12, *Noise*.

Significance with Application of Mitigation

Mitigation for impacts on Iron Horse Regional Trail and the San Joaquin River, both of which are within the Proposed Project footprint, would involve local jurisdictions. Mitigation Measure REC-1.1 would ensure the continued availability of Iron Horse Regional Trail during construction. A safe detour would be provided during construction of the track alignments to ensure that use of the trail would remain available for pedestrians, bicyclists, and equestrians. Coordination between the Authority and the EBRPD would ensure more effective communication with recreationalists concerning temporary closures. Mitigation Measure REC-1.2 would ensure that the San Joaquin River would remain accessible to recreationists during construction. Agency coordination with San

Joaquin County would help ensure an open channel for water recreation under the bridge. In the event of a temporary closure, the Authority will coordinate with the County on the timing and give advance notice to the community.

Other resources within 300 feet of the Proposed Project footprint would be susceptible to construction noise and dust. Mitigation Measure AES-1.1, which is described in greater detail in Section 3.1, *Aesthetics*, would require the Authority to install visual barriers between construction activities and sensitive receptors that would experience visual degradation during construction, including nearby recreational facilities. Recreational facilities that would be subject to visual degradation include those sites identified as occurring within 0.25 mile of Proposed Project construction sites, which would have unobstructed views of construction activities, such as Mossdale Crossing Regional Park. Mitigation Measures AQ-2.1 through AQ-2.5 require advanced emissions controls, engine maintenance, idling restrictions, fleet requirements for construction equipment and fugitive dust control measures to minimize potential construction air quality and dust impacts on users of nearby recreational resources. Mitigation Measure NOI-1.1a, which is described in greater detail in Section 3.12, *Noise*, requires development of a Noise Control Plan, which would incorporate best practices to minimize the impacts of construction-related noise to nearby sensitive receptors, including recreational facilities. Disruption to recreational resources from construction activities would be temporary, and usage of the recreational facilities would most likely return to normal after construction. Implementation of Mitigation Measures REC-1.1, REC-1.2, AES-1.1, AQ-2.1, AQ-2.2, AQ-2.3, AQ-2.4, AQ-2.5, and NOI-1.1a would reduce potential impacts on recreational resources to a less-than-significant level due to the construction of the Proposed Project (due to the Tri-Valley Alignment; Dublin/Pleasanton Station; Tracy to Lathrop Alignment, variants 1 and 2; Downtown Tracy Station).

For the same reasons listed above, implementation of Mitigation Measures AES-1.1, AQ-2.1, AQ-2.2, AQ-2.3, AQ-2.4, AQ-2.5, and NOI-1.1a would reduce potential impacts on recreational resources to a less-than-significant level due to the construction of the Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2.

Comparison of Alternatives

Implementation of the Southfront Road Station Alternative instead of Greenville Station would result in less of an impact on recreational resources. One recreational resource (Brushy Peak Regional Preserve) is within 1,000 feet of the proposed Greenville Station; no recreational resources are within 1,000 feet of the Southfront Road Station Alternative. The impact of Greenville Station on Brushy Peak Regional Preserve would be less than significant because all bicycle and pedestrian trails within the preserve would be more than 1,000 feet from the alignment. Thus, implementation of the proposed Greenville Station would result in a less-than-significant impact compared to no impact with implementation of the Southfront Road Station Alternative.

Implementation of the Stone Cut Alignment Alternative instead of the portion of the proposed Altamont Alignment that the Stone Cut Alignment Alternative would replace would not change the impact associated with recreation because no recreational resources would be within 1,000 feet of the Stone Cut Alignment Alternative or that portion of the Altamont Alignment. Thus, implementation of the Stone Cut Alignment Alternative would result in the same no impact on recreation as the portion of the proposed Altamont Alignment that the Stone Cut Alignment Alternative would replace.

Implementation of the West Tracy OMF Alternative instead of the proposed Tracy OMF would not change the impact associated with recreation because no recreational resources would be within 1,000 feet of the proposed Tracy OMF or the West Tracy OMF Alternative. Thus, implementation of the West Tracy OMF Alternative would result in the same no impact on recreation as the proposed Tracy OMF.

Implementation of the Mountain House Station Alternative instead of the proposed Mountain House Station would not change the impact associated with recreation because no recreational resources are within 1,000 feet of the Mountain House Station Alternative or the Mountain House Station. Thus, implementation of the Mountain House Station Alternative would result in the same no impact on recreation as the proposed Mountain House Station.

The Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2 would have a potentially significant impact on recreational resources, which would be reduced to a less-than-significant level with mitigation. Likewise, the proposed Downtown Tracy Station would result in a potentially significant impact on recreational resources, which would be reduced to a less-than-significant level with mitigation. Thus, the stations alternatives (Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2) would have the same less-than-significant impact after mitigation as the proposed Downtown Tracy Station.

Impact REC-2: Operation of the Proposed Project could increase the use of existing recreational resources such that substantial physical deterioration of the facilities would occur or be accelerated.

Level of Impact	**Less than Significant** <u>Proposed Project</u> Dublin/Pleasanton Station Isabel Station Greenville Station Downtown Tracy Station River Islands Station North Lathrop Station <u>Alternatives Analyzed at an Equal Level of Detail</u> Southfront Road Station Alternative Downtown Tracy Station Parking Alternative 1 Downtown Tracy Station Parking Alternative 2 **No Impact** <u>Proposed Project</u> Tri-Valley Alignment Altamont Alignment Owens-Illinois Industrial Lead Variant 1, Single Track Owens-Illinois Industrial Lead Variant 2, Double Track Interim OMF Mountain House Station Tracy OMF Tracy to Lathrop Alignment Variant 1, Single Track Tracy to Lathrop Alignment Variant 2, Double Track

	Alternatives Analyzed at an Equal Level of Detail Stone Cut Alignment Alternative West Tracy OMF Alternative Mountain House Station Alternative
Mitigation Measures	**None Required**

Impact Characterization

Potential impacts on recreational resources would occur if implementation of the Proposed Project would increase the use of existing recreational resources such that the resource would be substantially degraded due to overuse. Such overuse would occur if an aspect of implementation of the Proposed Project substantially increased facility use, either through proximity to an existing recreational facility, or by substantially increasing the local population of individuals who may utilize the facility.

Use of existing recreational resources is not anticipated to occur in locations where only track improvements or maintenance facilities are proposed because such facilities would not provide any direct interface that would induce additional use of nearby recreational resources. Additionally, use of existing recreational resources is not anticipated to occur in areas that are not located near recreational resources. Construction of the new transit stations would promote development in areas where land use policies and the character of the area are conducive to such development. Each station would provide additional parking, which would be used by both riders and the local community and would improve accessibility to nearby recreational resources. The construction of these facilities could potentially affect recreational resources.

Impact Detail and Conclusions

Proposed Project

As described above, construction of track improvements, maintenance facilities, and any stations that are not located near existing recreational resources are not expected to induce additional use of existing recreational facilities. Thus, construction of the Tri-Valley Alignment; Altamont Alignment; Owens-Illinois Industrial Lead Variant 1, Single Track; Owens-Illinois Industrial Lead Variant 2, Double Track; Interim OMF; Mountain House Station; Tracy OMF; Tracy to Lathrop Alignment Variant 1, Single Track; and Tracy to Lathrop Alignment Variant 2, Double Track would have no impact on recreational resources. Such facilities would not provide a direct interface that would be expected to induce additional use of nearby recreational facilities.

However, as described in Section 3.13, *Population and Housing,* new stations are likely to induce transit-oriented development if local land use policies support additional growth. In the station area, the policies that call for land use intensification and uses that are supportive of transit indicate that induced growth is beneficial and not unplanned. Thus, the resultant demand for recreational resources would be planned along with anticipated growth and would not increase the use of existing recreational resources such that substantial physical deterioration of the facilities would occur or be accelerated. Therefore, operational impacts on recreational resources proximal to Dublin/Pleasanton Station, Isabel Station, Greenville Station, Downtown Tracy Station, River Islands Station, and North Lathrop Station would be less than significant.

Overall, operation of the Proposed Project (including implementation of the Greenville IOS or Mountain House IOS) would result in a less-than-significant impact on recreational resources.

Alternatives Analyzed at Equal Level of Detail

As described above, construction of alternative stations that are not located near existing recreational resources and maintenance facilities are not expected to induce additional use of existing recreational facilities. Thus, construction of the Stone Cut Alignment Alternative, West Tracy OMF Alternative, and Mountain House Station Alternative would have no impact on recreational resources. Such alternative facilities would not provide a direct interface that would be expected to induce additional use of nearby recreational facilities.

Furthermore, as described above, new stations are likely to induce transit-oriented development if local land use policies support additional growth. Operational impacts on recreational resources proximal to the Southfront Road Station Alternative, Downtown Tracy Station Parking Alternative 1, and Downtown Tracy Station Parking Alternative 2 would be less than significant.

Comparison of Alternatives

The Southfront Road Station Alternative and the proposed Greenville Station would both result in a less-than-significant impact on recreational resources due to operation. There is no difference in impact between implementing the Southfront Road Station Alternative versus the proposed Greenville Station.

There are no recreational resources near the Stone Cut Alignment Alternative or the portion of the proposed Altamont Alignment that the Stone Cut Alignment Alternative would replace. As such, both the Stone Cut Alignment Alternative and portion of the proposed Altamont Alignment that the Stone Cut Alignment Alternative would replace would not affect recreational resources due to increased use of recreational resources. There is no difference in impact between implementing the Stone Cut Alignment Alternative versus the proposed Altamont Alignment.

The West Tracy OMF Alternative and the proposed Tracy OMF would both not affect recreational resource due to increased use of recreational resources. There is no difference in impact between implementing the West Tracy OMF Alternative versus the proposed Tracy OMF.

The Mountain House Station Alternative and the Mountain House Station would both not affect recreational resource due to increased use of recreational resources. There is no difference in impact between implementing the Mountain House Station Alternative versus the proposed Mountain House Station.

The Downtown Tracy Station Parking Alternative 1, Downtown Tracy Station Parking Alternative 2, and proposed Downtown Tracy Station would all three result in a less-than-significant impact on recreational resources due to operation. There is no difference in impact between implementing the alternative stations at Tracy (Downtown Tracy Station Parking Alternative 1 and Downtown Tracy Station Parking Alternative 2) and the proposed Downtown Tracy Station.

Impact REC-3: The Proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities that might have adverse physical effects on the environment.

Level of Impact	**No impact**
Mitigation Measures	**None Required**

Impact Characterization and Significance Conclusion

The Proposed Project does not propose construction or expansion of recreational facilities. As discussed in Impact REC-1 and REC-2, construction and operation of the Proposed Project would not result in physical degradation of park or recreational facilities, nor would it displace recreational uses or result in a demand for new recreational facilities such that construction or expansion of recreational facilities would be required. Thus, the Proposed Project (including implementation of the Greenville IOS or Mountain House IOS) would have no impact on the physical environment related to the construction of new recreational facilities.

Similarly, implementation of the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, Mountain House Station Alternative, Downtown Tracy Station Parking Alternative 1, and Downtown Tracy Station Parking Alternative 2) would result in the same no impact.