

3.14 Parklands and Community Services

3.14.1 Introduction

This section identifies parklands and community facilities within the Tier 1/Program EIS/EIR Study Area and evaluates the effects of the Build Alternative Options on parklands and community facilities. Chapter 5 of this Tier 1/Program EIS/EIR discusses impacts on publicly owned parks and recreation areas protected under Section 4(f) and Section 6(f).

3.14.2 Regulatory Framework

In accordance with NEPA (42 USC Section 4321 et seq.), CEQ regulations implementing NEPA (40 CFR Parts 1501-1508); FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999); and CEQA, FRA identified parklands and community facilities within the Tier 1/Program EIS/EIR Study Area and evaluated the potential impacts on those resources as a result of implementing the Build Alternative Options.

Federal

Federal Land Policy and Management Act

The Federal Land Policy and Management Act (43 USC Section 1701 et seq.) provides for the proper management and protection of property and natural and cultural resources within areas under the jurisdiction of the BLM, including national monuments, federal recreation areas, and conservation areas. The act aims to ensure that public lands be managed in a manner that protects the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archeological values that, where appropriate, preserve and protect certain public lands in their natural condition; provide food and habitat for fish and wildlife and domestic animals; and provide for outdoor recreation and human occupancy and use.

State

Park Preservation Act

The Park Preservation Act (California PRC Sections 5400–5409) prohibits local and state agencies from acquiring any property that is in use as a public park at the time of acquisition, unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

Regional

Los Angeles County 2035 General Plan

The *Los Angeles County 2035 General Plan* (County of Los Angeles 2015) includes a Parks and Recreation Element, which provides policy direction for the maintenance and expansion of the county's parks and recreation system, including Policy P/R 5.3: Protect and conserve natural resources on county park properties, including natural areas, sanctuaries, and open space preserves.

Orange County General Plan

The *Orange County General Plan* (Orange County 2015) contains a Recreation Element which contains policies and goals pertaining to the acquisition, development, operation, maintenance, and financing of the county's facilities, including regional recreation facilities, local parks, and riding and hiking trails.

County of Riverside General Plan

The *County of Riverside General Plan* (County of Riverside 2015) has several goals and policies for parks, recreation, and community services, including Goal LU 4.1(p): Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.

County of San Bernardino General Plan

The County of San Bernardino General Plan (County of San Bernardino 2014) has several goals and policies for parks and community services, including Goal LU 8: Beneficial facilities, such as schools, parks, medical facilities, sheriff and fire stations, libraries, and other public uses, as well as potentially hazardous sites, would be equitably distributed throughout the county.

Local and Tribal Governments

Regulations from cities, local agencies, and tribal governments would be identified in the Tier 2/Project-level analysis once site-specific rail infrastructure improvements and station facilities are known.

3.14.3 Methods for Evaluating Environmental Effects

The methodology for this evaluation consists of using existing data to identify parklands and community facilities within the Tier 1/Program EIS/EIR Study Area for each Build Alternative Option and evaluating the potential level of effect or impact that each Build Alternative Option could have if constructed.

For purposes of this Tier 1/Program EIS/EIR, parklands are defined as lands that have been officially designated as protected areas by a federal, state, or local agency for the purpose of recreation or conservation. Parklands may contain trails, ball fields, and other recreational resources that can also exist independently. For purposes of this Tier 1/Program EIS/EIR evaluation, community services include police, fire, schools, hospitals, and places of worship.

Potential effects were identified based on proximity of anticipated direct effects (e.g., land acquisition, limited access, or pedestrian barriers) or indirect effects (e.g., increased noise, air quality). Available data was overlaid using available GIS data to map parklands and community facilities and/or service providers in the Tier 1/Program EIS/EIR Study Area, including those that could be affected by development of planned stations.

Tier 1/Program EIS/EIR Study Area

This service-level evaluation is limited to a desktop evaluation of the data sources described in Section 3.14.3. The Tier 1/Program EIS/EIR Study Area was combined with GIS overlays to identify potential parklands and community facilities that could be affected by the Program. These potential parklands and community facilities were identified on a broad scale using available mapping information. A detailed description of the Tier 1/Program EIS/EIR Study Area is provided in Section 3.1, Introduction to Environmental Analysis.

Data Sources

Data from the BLM, California Department of Parks and Recreation, California Protected Areas, available county GIS data and general plans, and Google Earth Pro were used to conduct an inventory of parklands and community facilities located within the Tier 1/Program EIS/EIR Study Area.

Related Resources

This evaluation incorporates data from related resources to contribute to the assessment of parklands and community facilities, as applicable. These related resources are identified in Table 3.14-1.

Table 3.14-1. Related Resource Inputs for Parklands and Community Facilities

Resource	Input for Parklands and Community Facilities Assessment
Land Use and Planning (Section 3.2)	A land use assessment to determine existing land uses and recreational areas.
Noise and Vibration (Section 3.6)	An assessment to determine noise and vibration effects.
Section 4(f) and 6(f) Discussion (Chapter 5)	An assessment of 49 USC Section 303, Section 4(f), and Section 6(f) federal parklands and recreational facilities.

Notes:

USC=United States Code

3.14.4 Affected Environment

The Program Corridor crosses a large geographic area within Southern California, spanning approximately 144 miles from its western terminus in Los Angeles to its eastern terminus in Coachella. Numerous parks, recreational areas, and community facilities open to the public are located within the Tier 1/Program EIS/EIR Study Area. Figure 3.14-1 provides a visual representation of parklands, open spaces, and community facilities within the Tier 1/Program EIS/EIR Study Area.

Build Alternative Option 1 (Coachella Terminus)

As summarized in Table 3.14-2, there are 25 recreational resources consisting of local and regional parks, trails, and sports complexes within the Western Section of Build Alternative Option 1. The majority of community facilities within the Western Section of Build Alternative Option 1 are places of worship, followed by parks and trails.

As summarized in Table 3.14-2, there are 20 recreational resources consisting of local and regional parks, trails, and sports complexes within the Eastern Section of Build Alternative Option 1. Of the 20 recreational resources, there is a recreational open space area jointly managed by the U.S. Forest Service and BLM: the Santa Rosa-San Jacinto Mountains National Monument. As shown on Figure 3.14-1, a portion of the Tier 1/Program EIS/EIR Study Area between the Pass-Area Station Area and the Mid-Valley Station Area crosses through the boundaries of the Santa Rosa-San Jacinto Mountains National Monument. In addition, the Pacific Crest Trail, which is a natural surface hiking trail that follows a natural drainage and traverses the Santa Rosa-San Jacinto Mountains National Monument, crosses under Build Alternative Option 1 in the San Gorgonio Pass area.

Similar to the Western Section, the majority of community facilities within the Eastern Section of Build Alternative Option 1 are places of worship, followed by parks and trails.

Table 3.14-2. Summary of Parklands and Community Facilities (Build Alternative Option 1)

Parklands/Community Service Resource	Number of Resources within Western Section	Number of Resources within Eastern Section	Total Number of Resources
Park/trail	25	20	45
Place of worship	40	50	90
Educational facility	11	16	27
Healthcare facility	2	6	8
Fire protection facility	5	4	9
Law enforcement facility	0	6	6

Build Alternative Option 2 (Indio Terminus)

As summarized in Table 3.14-3, there are 25 recreational resources consisting of local and regional parks, trails, and sports complexes within the Western Section of Build Alternative Option 2. The majority of community facilities within the Western Section of Build Alternative Option 2 are places of worship, followed by parks and trails.

As summarized in Table 3.14-3, there are 18 recreational resources consisting of local and regional parks, trails, and sports complexes within the Eastern Section of Build Alternative Option 2. As identified for Build Alternative Option 1, a portion of Build Alternative Option 2 crosses through the Santa Rosa-San Jacinto Mountains National Monument and the Pacific Crest Trail. Similar to the Western Section, the majority of community facilities within the Eastern Section of Build Alternative Option 2 are places of worship, followed by parks and trails.

There are fewer parklands and community facilities within Build Alternative Option 2 because of the shorter route alignment and reduced station options.

Table 3.14-3. Summary of Parklands and Community Facilities (Build Alternative Options 2 and 3)

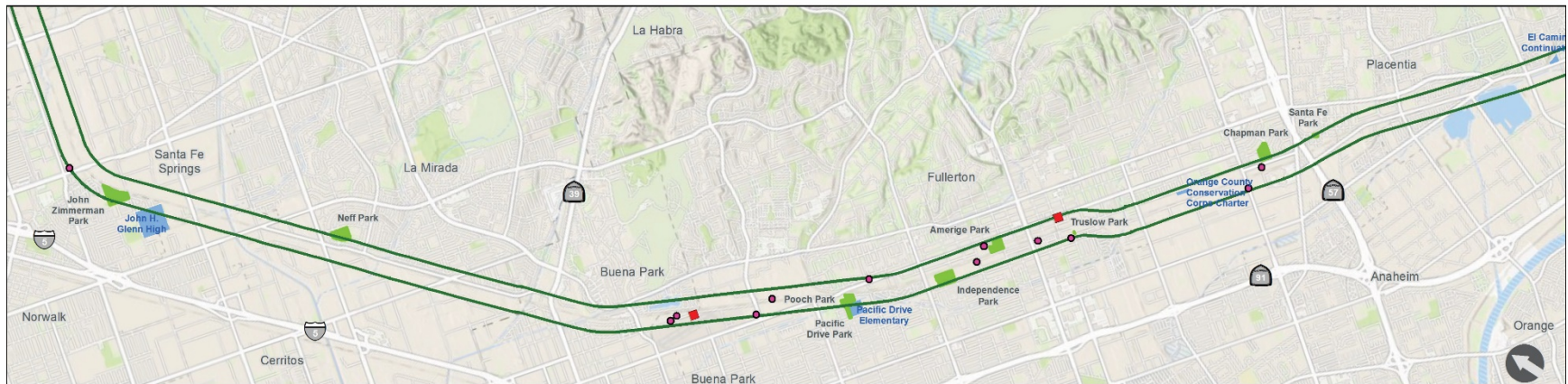
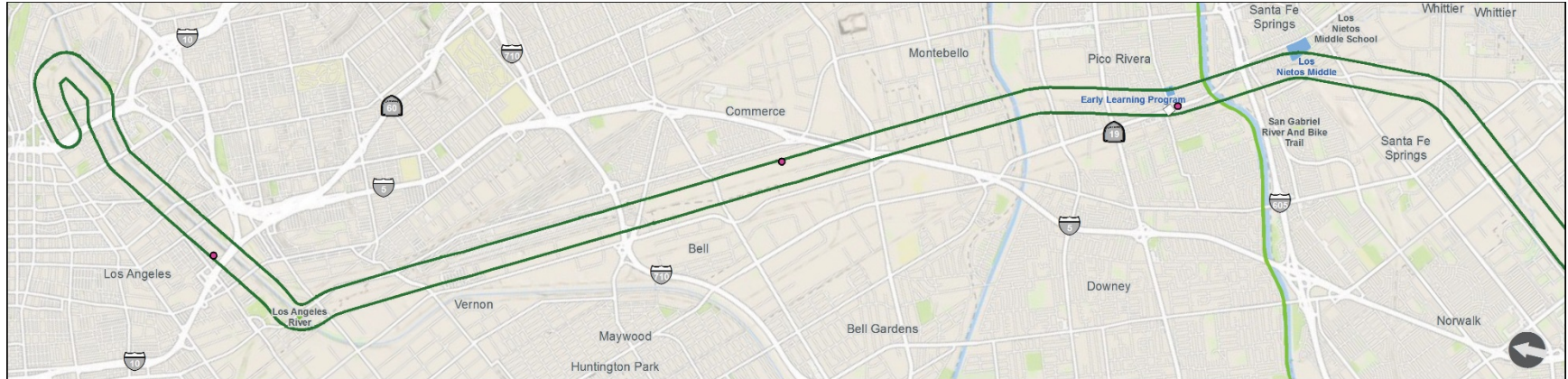
Recreational/Community Service Resource	Number of Resources within Western Section	Number of Resources within Eastern Section	Total Number of Resources
Park/trail	25	18	43
Place of worship	40	45	85
Educational facility	11	12	23
Healthcare facility	2	4	6
Fire protection facility	5	4	9
Law enforcement facility	0	6	6

Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Parklands and community facilities within Build Alternative Option 3 are the same as Build Alternative Option 2.

Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

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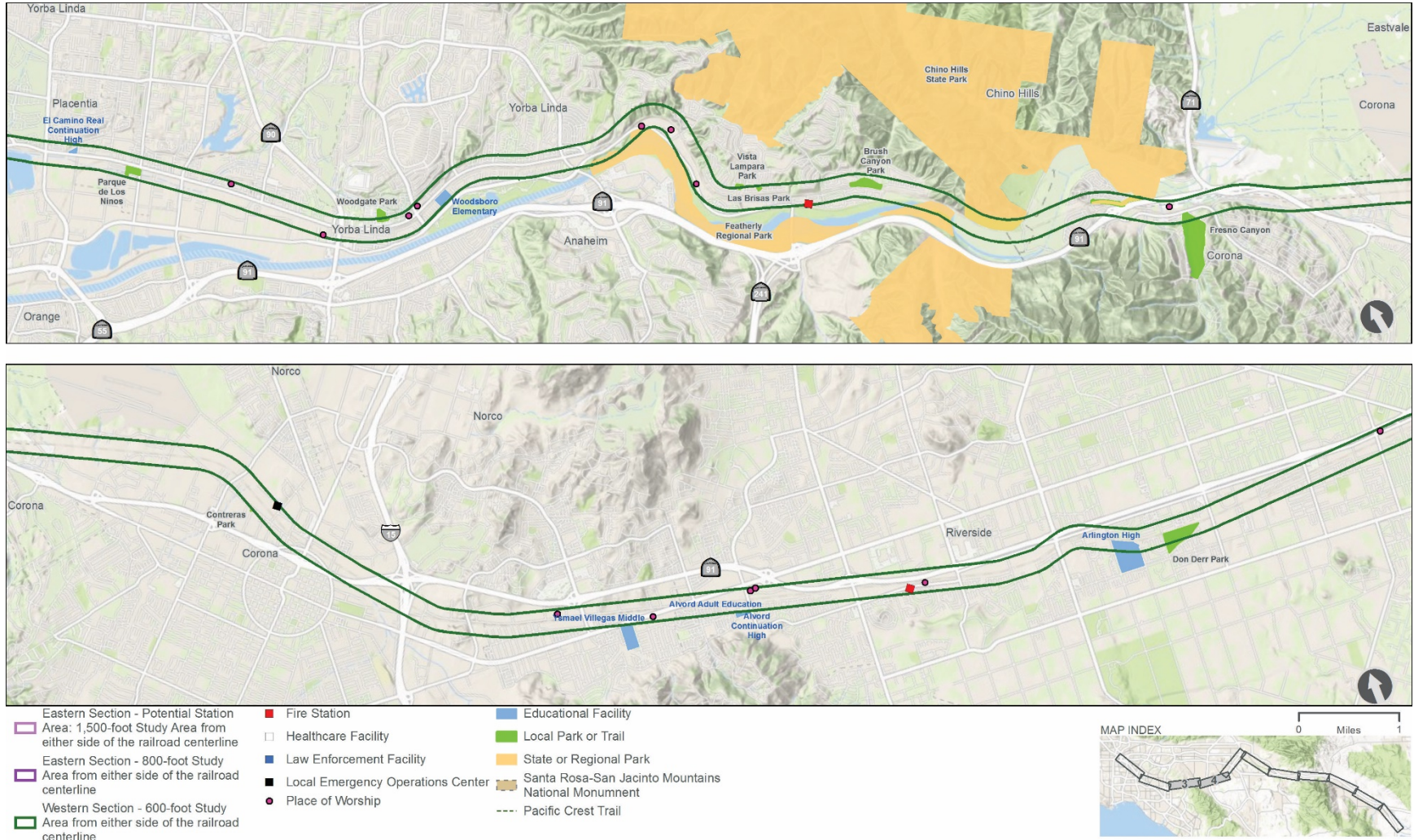
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|--|---|---|
| <p>Eastern Section - Potential Station Area: 1,500-foot Study Area from either side of the railroad centerline</p> <p>Eastern Section - 800-foot Study Area from either side of the railroad centerline</p> <p>Western Section - 600-foot Study Area from either side of the railroad centerline</p> | <p>■ Fire Station</p> <p>□ Healthcare Facility</p> <p>■ Law Enforcement Facility</p> <p>■ Local Emergency Operations Center</p> <p>● Place of Worship</p> | <p>■ Educational Facility</p> <p>■ Local Park or Trail</p> <p>■ State or Regional Park</p> <p>■ Santa Rosa-San Jacinto Mountains National Monument</p> <p>--- Pacific Crest Trail</p> |
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Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

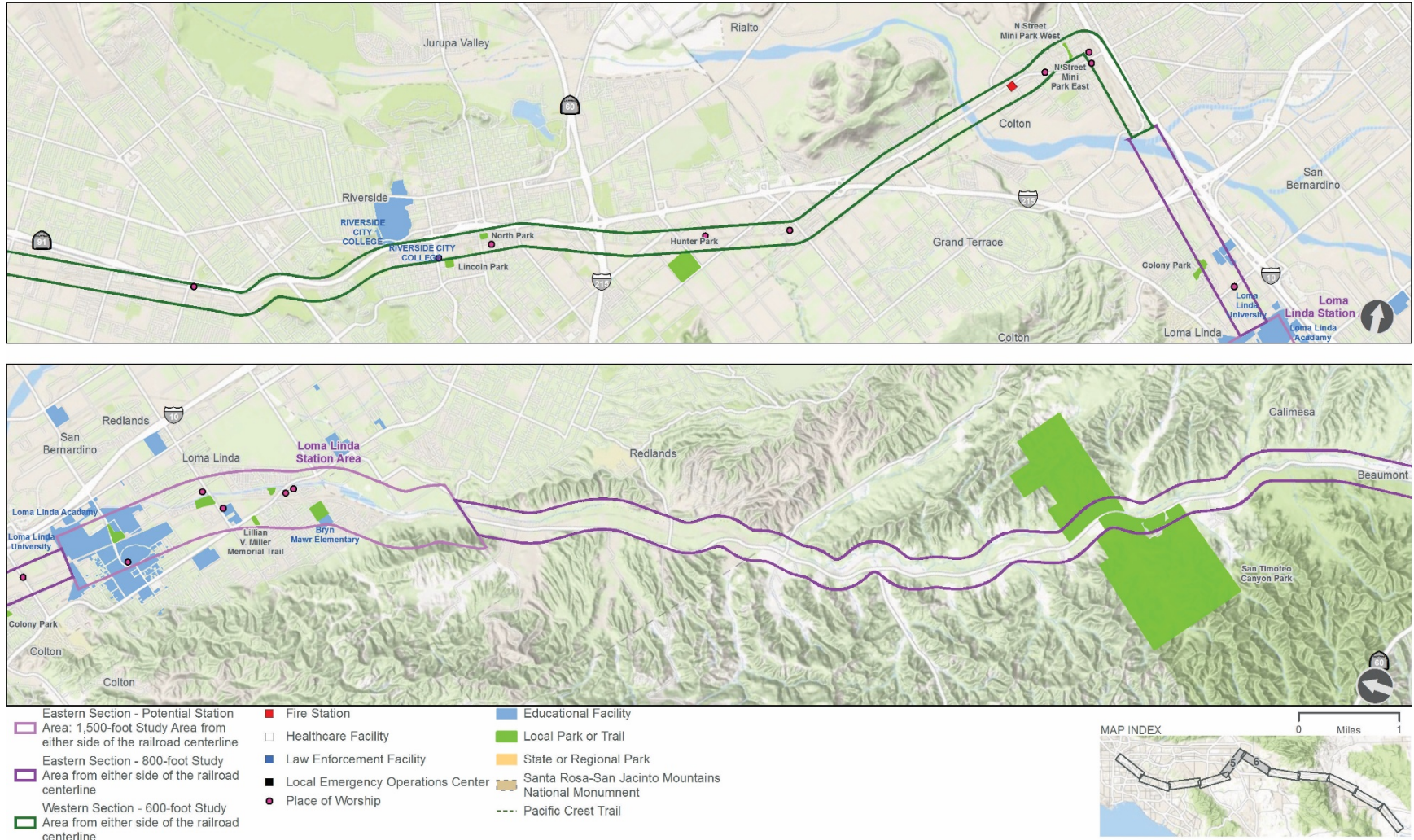
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Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

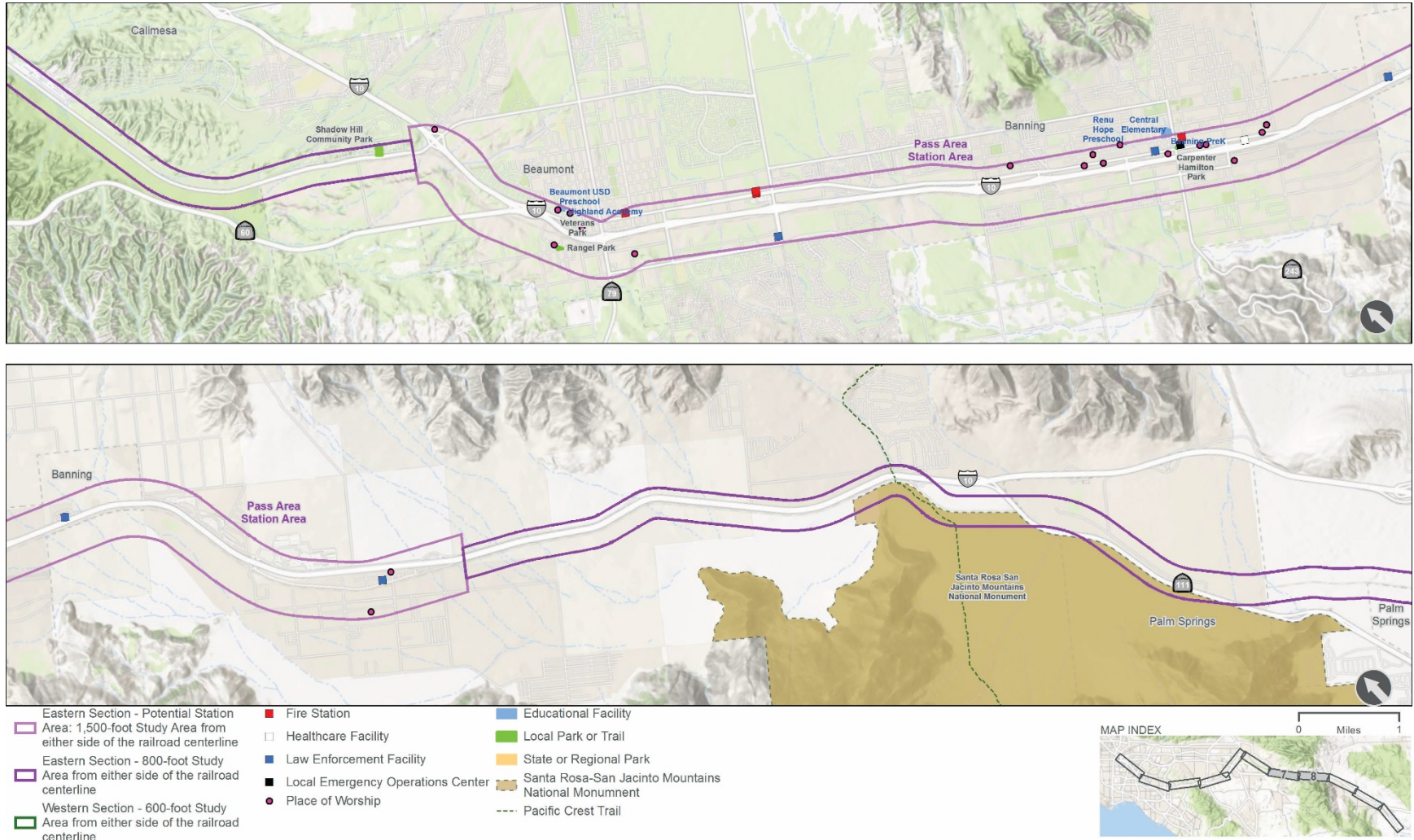
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Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

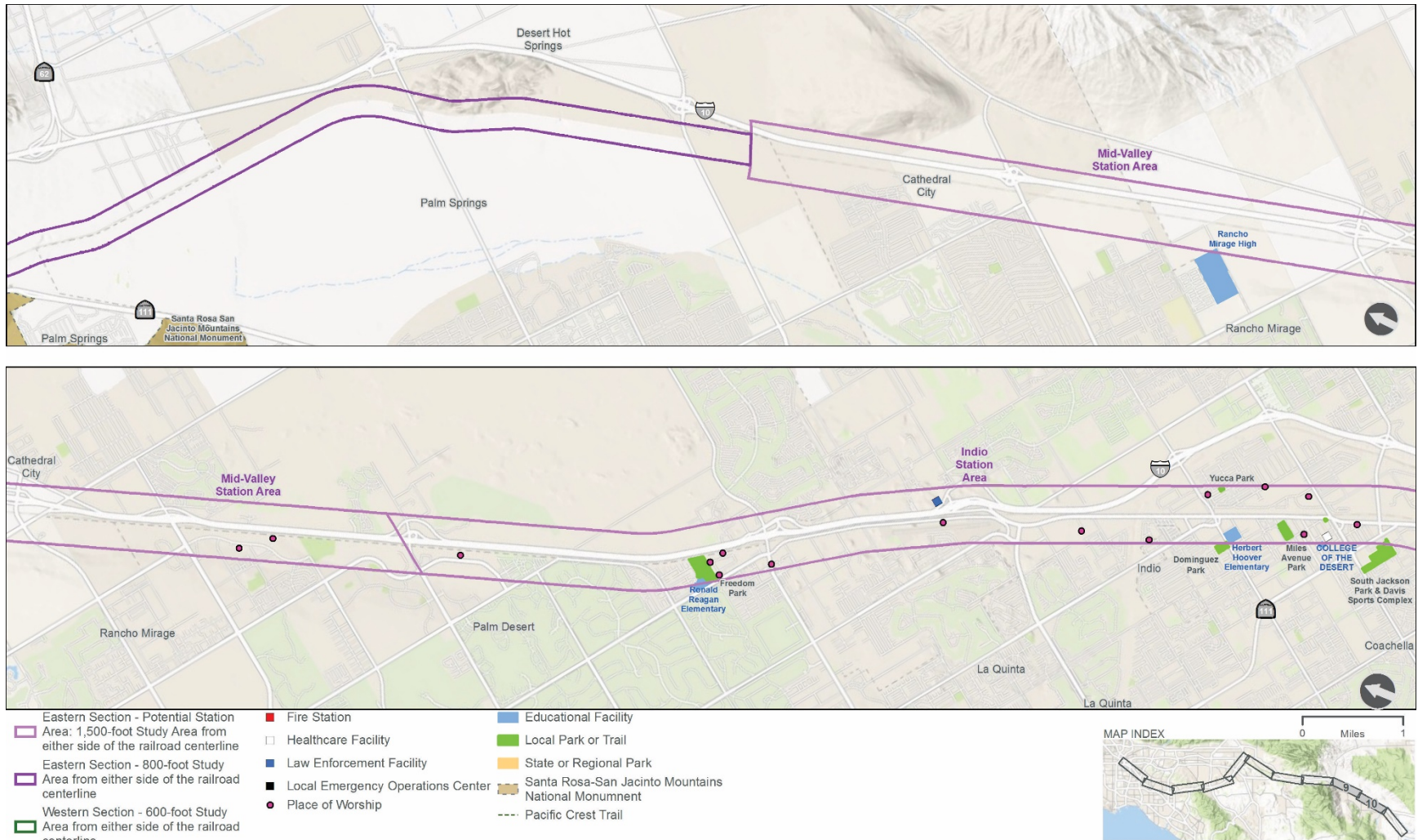
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Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

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Figure 3.14-1. Parklands and Community Facilities within the Tier 1/Program EIS/EIR Study Area

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3.14.5 Environmental Consequences

Overview

Effects as a result of implementing the Build Alternative Options can be broadly classified into construction and operational effects. Long-term or permanent effects and short-term or temporary effects on parklands and community facilities would be anticipated as a result of constructing any of the Build Alternative Options. Most effects on parklands and community facilities would occur during construction when land acquisitions, detours, construction noise and vibration, and air quality impacts could adversely impact parklands and community facilities, including fire protection and police protection emergency response times.

Impacts could also result from operation of any of the Build Alternative Options. New station areas could result in land use changes, such as transit-oriented development, which would introduce the potential for increased population and use of parks and demand for public services. Parklands and community facilities potentially affected by a future passenger rail system would be further identified as part of the Tier 2/Project-level environmental review process. Specific types and degrees of impacts on individual resources (such as ROW acquisition and impacts on characteristics of a resource) would not be known until further design of rail facilities takes place.

No Build Alternative

The No Build Alternative, as described in Chapter 2, Program Alternatives, is used as the baseline for comparison. The No Build Alternative would not implement the Program associated with this service-level evaluation. Counties and cities in the Program Corridor would continue to grow, which would increase regional transportation demand; therefore, the No Build Alternative assumes completion of those reasonably foreseeable transportation, development, and infrastructure projects that are already in progress, are programmed, or are included in the fiscally constrained RTP. However, because no physical changes would occur, no effects on parklands and community facilities are anticipated within the Program Corridor under the No Build Alternative.

Build Alternative Options 1, 2, and 3

Parkland and Community Services Effects

CONSTRUCTION

Western Section. No construction activities would be required to implement the Build Alternative Options within the Western Section because the existing railroad ROW and station areas from LAUS to Colton would be utilized. The Build Alternative Options would not require construction of new

stations, new track or extensions to existing track, or the addition of sidings, wayside signals, drainage, or at-grade separations within the Western Section of the Program Corridor. As such, no construction-related effects on parklands and community facilities would be anticipated in the Western Section under Build Alternative Options 1, 2, and 3 when compared with the No Build Alternative.

Eastern Section. Construction of rail infrastructure improvements and station facilities could result in temporary effects on existing parklands and community facilities if the resources are near where an infrastructure improvement or station is being constructed. Impacts of this type might include increases in dust from ground disturbance; views of, and noise from, construction equipment; access restrictions; and temporary construction staging. These impacts would be short-term and temporary, as they would occur only during construction. Construction activities may also result in detours, which could affect travel patterns for fire and law enforcement.

Potential effects on parklands and community facilities could also occur if the infrastructure improvements, such as sidings, additional main line track, wayside signals, drainage, grade-separation structures, and stations would require any land acquisitions from existing parks (avoidance of these resources is usually favored). New station areas proposed under the Build Alternative Options could result in land use changes, such as transit-oriented development, which would introduce the potential for increased population and use of parks and public services. Therefore, effects associated with the Eastern Section of Build Alternative Option 1 on parklands and community facilities would be moderate when compared with the No Build Alternative. When compared with Build Alternative Option 1, Build Alternative Option 2 would have slightly reduced effects on parklands and community facilities due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and would be considered to be moderate when compared with the No Build Alternative. When compared with Build Alternative Options 1 or 2, Build Alternative Option 3 may have slightly reduced effects due to a smaller footprint associated with a shorter route alignment, reduced station options, and reduced third track rail infrastructure. However, the magnitude of effects would be similar for Build Alternative Option 3 and would be considered moderate when compared with the No Build Alternative.

Since infrastructure improvement and new station locations have not yet been selected, site-specific construction effects on parklands and community services would be considered during Tier 2/Project-level analysis once details for the needed rail and station infrastructure are known.

OPERATION

Western Section. As discussed in Section 3.6, Noise and Vibration, of this Tier 1/Program EIS/EIR, no noise or vibration effects are anticipated in the Western Section as a result from operation of any of the Build Alternative Options. The additional train trips would travel within an existing railroad ROW and would not affect fire or police response times or service, parks, or schools when compared with the No Build Alternative. Operation of Build Alternative Option 1, 2, or 3 within the Western Section would not result in increased use of recreational facilities or require new or additional government or recreational facilities when compared with the No Build Alternative.

Eastern Section. As discussed in Section 3.6, Noise and Vibration, of this Tier 1/Program EIS/EIR, noise or vibration effects are anticipated to be moderate in the Eastern Section as a result from operation of any of the Build Alternative Options. Operation of the new railroad infrastructure and stations under the Build Alternative Options would not be anticipated to require new or physically altered fire stations, police stations, schools, or other public facilities or parks. Since infrastructure improvements and new station locations have not yet been selected, site-specific operational effects, including noise effects, on parklands and community services would be considered during Tier 2/Project-level analysis.

Effects associated with the Eastern Section of Build Alternative Option 1 on parklands and community facilities would be moderate when compared with the No Build Alternative. When compared with Build Alternative Option 1, Build Alternative Option 2 would have slightly reduced effects on parklands and community facilities due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and would be considered to be moderate when compared with the No Build Alternative. When compared with Build Alternative Options 1 or 2, Build Alternative Option 3 may have slightly reduced effects due to a smaller footprint associated with a shorter route alignment, reduced station options, and reduced third track rail infrastructure. However, the magnitude of effects would be similar for Build Alternative Option 3 and would be considered moderate when compared with the No Build Alternative.

3.14.6 NEPA Summary of Potential Effects

Table 3.14-4 summarizes the qualitative assessment of potential effects (negligible, moderate, or substantial) under NEPA for each of the Build Alternative Options. This service-level evaluation uses the Tier 1/Program EIS/EIR Study Area to determine the parklands and community facilities that may be affected and the relative magnitude of the effect. For parklands and community facilities, the level of intensity for effects is based on the number of parklands and community facilities potentially affected and that most effects can be mitigated. Specific mitigation measures to reduce effects would be identified during the Tier 2/Project-level environmental process.

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Table 3.14-4. NEPA Summary of Effects on Parklands and Community Facilities

Alternative Option	Total Number of Resources	Park/Trail	Place of Worship	Educational Facility	Healthcare Facility	Fire/Law Enforcement Facility	Potential Intensity of Effect: Western Section	Potential Intensity of Effect: Eastern Section
No Build Alternative ^a	0	0	0	0	0	0	Construction: None Operation: None	Construction: None Operation: None
Build Alternative Option 1 (Coachella Terminus)	185	45	90	27	8	15	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate
Build Alternative Option 2 (Indio Terminus)	172	43	85	23	6	15	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate
Build Alternative Option 3 (Indio Terminus with Limited Third Track)	172	43	85	23	6	15	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate

Notes:

- ^a The No Build Alternative includes existing and potential expansion of roadway, passenger rail, and air travel facilities within the Tier 1/Program EIS/EIR Study Area; however, for the service-level evaluation, identifying levels of effect from potential expansion of those facilities is speculative and would be dependent on Tier 2/Project-level evaluation.

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3.14.7 CEQA Summary of Potential Impacts

Based on the information provided in Section 3.14.3 and 3.14.5, and considering the CEQA Guidelines Appendix G Checklist questions for public services and recreation, the Build Alternative Options are considered to have a potentially significant impact on public services and recreation when reviewed on a Program-wide basis. Placing the infrastructure improvements and new stations largely within or along the existing ROW reduces the potential for significant impacts on these resources; however, because the sites have not been selected, some public services and recreation resources may be significantly impacted. At the Tier 1/Program evaluation level, it is not possible to know the precise location, extent, and particular characteristics of impacts on these resources.

Proposed programmatic mitigation strategies, discussed in Section 3.14.8, would be applied to reduce potential impacts. Table 3.14-5 describes the CEQA significance conclusions for the Build Alternative Options; the proposed programmatic mitigation strategies that would be applied to minimize, reduce, or avoid potential impacts; and the significance determination after mitigation strategies are applied. The identification and implementation of additional site-specific mitigation measures necessary for Project implementation would occur as part of the Tier 2/Project-level analysis.

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Table 3.14-5. CEQA Summary of Impacts for Parklands and Community Services

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
<p>Would the Program result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <ul style="list-style-type: none"> i. Fire protection? ii. Police protection? iii. Schools? iv. Parks? Other public facilities? 		
<p>Construction</p>		
<p>Western Section – No Impact. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required in the Western Section under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Eastern Section – Potentially Significant. Potential impacts on public services depend on the location of infrastructure improvements, which are currently not known. Construction activities may result in detours that could impact accessibility, travel patterns, and response times for fire and police protection. Construction of infrastructure improvements could result in temporary access disruption to existing community facilities and parks. Changes to the road network that may impact public services would be coordinated with fire, police, and agencies with jurisdiction to maintain access and not degrade response times.</p> <p>There could also be temporary noise, vibration, and air quality effects that could affect parklands or community facilities within the Tier 1/Program EIS/EIR Study Area for Build Alternative Option 1, 2 or 3. Site-specific impacts would be considered during the Tier 2/Project-level analysis.</p>	<p>LU-2</p>	<p>Potentially Significant. Although LU-2 would minimize, reduce or, avoid potential impacts on public services through the implementation of a construction management plan, impacts could remain potentially significant if avoidance of public service resources is not feasible during the Tier 2/Project-level planning and design phase.</p>

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Operation		
<p>Western Section – No Impact. The change in train service (an additional two daily trips within the Program Corridor) would not change existing land use that would result in modifications to existing public service or park facilities. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required in the Western Section under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Eastern Section – Less than Significant. Once construction is completed, the operation of an additional two daily train trips within the Program Corridor would not require construction or expansion of existing public service facilities. A less than significant impact is anticipated at the Tier 1/Program EIS/EIR evaluation level in the Eastern Section under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><i>Would the Program 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?</i></p>		
Construction		
<p>Western Section – No Impact. The change in train service (an additional two daily trips within the Program Corridor) would not change existing land use that would result in an increased use of existing park facilities within the Western Section. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required in the Western Section under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
<p>Eastern Section – Less Than Significant. Construction of the Program, including site preparation and building phases, would temporarily increase construction employment. However, given the relatively common nature and scale of construction associated with the Program, the demand for construction employment would likely be met within the local and regional labor market throughout Southern California. The size of the construction workforce would vary during the different stages of construction; however, a substantial number of workers from outside the region would not be expected to relocate permanently. Therefore, Program construction would not result in a significant increase in the use of existing recreational facilities under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Operation</p>		
<p>Western Section – No Impact. The change in train service (an additional two daily trips within the Program Corridor) would not change existing land use or increase in population that would result in increased use of existing park facilities. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level in the Western Section under Build Alternative Option 1, 2, or 3.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p>Eastern Section – Potentially Significant. Implementation of the Program under Build Alternative Option 1, 2, or 3 in the Eastern Section would result in the operation of passenger rail service. The improvements envisioned include various rail infrastructure and station facilities and are not anticipated to result in population growth that would increase the use of recreational facilities in the area. However, in the event that station facilities include a transit-orientated development component, there is the potential for an increase in use at existing recreational resources. Site-specific impacts and mitigation measures, to the extent required, would be identified and discussed during the Tier 2/Project-level after design details are known.</p>	<p>PCS-1</p>	<p>Less than Significant. If development around station areas is consistent with land use plans for station areas as required by PCS-1, impacts would be reduced to less than significant.</p>

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?		
Construction		
Western Section – No Impact. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required in the Western Section under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – Potentially Significant. Although the Program would not include recreational facilities as part of the proposed improvements, there is the potential for the Build Alternative Options to require expansion of recreational facilities in the event that the proposed improvements require a physical take of park property. Potential impacts on recreational facilities depend on the location of infrastructure improvements, which are currently unknown. Site-specific impacts and mitigation measures, to the extent required, would be identified and discussed during the Tier 2/Project-level analysis after design details are known.	PCS-1 LU-3	Potentially Significant. Although PCS-1 and LU-3 would result in additional coordination with agencies to avoid or minimize the potential for parkland impacts, impacts could remain potentially significant if avoidance of recreational resources is not feasible during the Tier 2/Project-level planning and design phase.
Operation		
Western Section – No Impact. The change in train service (an additional two daily trips within the Program Corridor) would not require construction or expansion of existing recreational facilities. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level in the Western Section under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – Less than Significant. Once construction is completed, the operation of an additional two daily train trips within the Program Corridor would not require construction or expansion of existing recreational facilities. A less than significant impact is anticipated at the Tier 1/Program EIS/EIR evaluation level in the Eastern Section under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Notes:

EIS/EIR=environmental impact statement/environmental impact report

3.14.8 Avoidance, Minimization, and Mitigation Strategies

Identified below are proposed programmatic mitigation strategies for further consideration in the Tier 2/Project-level analysis. Specific mitigation measures, to the extent required, would be identified and discussed during Tier 2/Project-level analysis after design details are known and specific impacts are identified.

Examples of programmatic mitigation strategies for recreational and community facilities would include a construction management plan and station areas planned consistent with local land use plans. Proposed programmatic mitigation strategies, consistent with state and federal regulations, include, but are not limited to, the following:

Mitigation Strategy PCS-1: During Tier 2/Project-level analysis, recreational resources that would be impacted by the site-specific rail infrastructure improvement or station facility shall be identified, and any physical take of recreational properties shall be evaluated. Measures to avoid or minimize impacts on recreational properties shall include, but are not limited to, the following:

- Selection of rail station locations that avoid recreational resources
- Moving equipment and facilities to another located within existing parkland
- Planting vegetation to offset removed vegetation or to establish visual or auditory screening

Mitigation Strategy LU-2: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, the identified lead agency or agencies shall determine if a construction management plan is required for construction activities of the Tier 2/Project-level improvement being proposed. If required, a construction management plan shall be developed by the contractor and reviewed by the lead agency or agencies prior to construction and implemented during construction activities. The construction management plan shall include, but not be limited to, the following:

- Measures that minimize effects on populations and communities within the Tier 2/Project Study Area
- Measures pertaining to visual protection, air quality, safety controls, noise controls, and traffic controls to minimize effects on populations and communities within the Tier 2/Project Study Area
- Measures to ensure property access is maintained for local businesses, residences, and community and emergency services
- Measures to consult with local transit providers to minimize effects on local and regional bus routes in affected communities

- Measures to consult with local jurisdictions and utility providers to minimize effects on utilities in affected communities

Mitigation Strategy LU-3: During a subsequent Tier 2/Project-level analysis, a land use consistency analysis shall be conducted by the identified lead agency or agencies to determine consistency of the Tier 2/Project-level improvement being proposed with the applicable local jurisdictional general plans or programs. If the land use consistency analysis identifies sensitive land uses or environmental resources within the Tier 2/Project-level study area, design or siting strategies shall be identified by the lead agency or agencies to avoid or minimize conflicts with sensitive land uses or environmental resources.