ERRATA: SECTION 3.15: PARKS, RECREATION, AND OPEN SPACE

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
1	Section 3.15.2.3	3.15-5, 3.15-11, 3.15-14	Revised Table 3.15-1 to correct the names and dates of certain municipal codes and revised sources at end of table	16-134
2	Section 3.15.5	3.15-26, 3.15-29	Revised Table 3.15-5 to reflect details of the planned Coyote Creek Main Branch Bikeway Extension, Meadow Park (Planned), River Park (Planned), and Union Pacific Trail Phase II	16-135
3	Section 3.15	3.15-29	Revised sources for Table 3.15-5, added Meadow Park (Planned), revised construction status of Union Pacific Trail Phase II, and incorporated design refinements for Coyote Creek Main Branch Bikeway Extension	16-135
4	Section 3.15.5	3.15-37 through 3.15-39	Revised Figure 3.15-1, Sheets 5 through 7 to update the project section's footprint in Buena Park add Meadow Park (Planned), and add River Park (Planned)	16-135
5	Section 3.15.6.3	3.15-44	Corrected details of planned Coyote Creek Main Branch Bikeway Extension in Impact PR-1 analysis	16-141
6	Section 3.15.6.3	3.15-52	Corrected Union Pacific Trail Phase II construction status in Impact PR-1 analysis	16-141
7	Section 3.15.6.3	3.15-55	Added Meadow Park (Planned) and River Park (Planned) to Impact PR-1 analysis	16-141
8	Section 3.15.6.3	3.15-57	Corrected details of planned Coyote Creek Main Branch Bikeway Extension and added River Park (Planned) to Impact PR-2 analysis	16-142
9	Section 3.15.6.3	3.15-60	Added Meadow Park (Planned) to Impact PR-2 analysis	16-143
10	Section 3.15.6.3	3.15-61, 3.15-62	Corrected details of planned Coyote Creek Main Branch Bikeway Extension and added River Park (Planned) to Impact PR-3 analysis	16-143
11	Section 3.15.6.3	3.15-64	Added Meadow Park (Planned) to Impact PR-3 analysis	16-144
12	Section 3.15.6.3	3.15-65, 3.15-66	Corrected details of planned Coyote Creek Main Branch Bikeway Extension and added Meadow Park (Planned) and River Park (Planned) to Impact PR-4 analysis	16-144
13	Section 3.15.6.3	3.15-67, 3.15-68	Clarified access impacts from construction activities in Impact PR-4 analysis	16-145
14	Section 3.15.6.3	3.15-68	Clarified access impacts from construction activities and added Meadow Park (Planned) and River Park (Planned) to Impact PR-4 CEQA Conclusion analysis	16-145
15	Section 3.15.6.3	3.15-69	Corrected Union Pacific Trail Phase II construction status in Impact PR-5 analysis	16-146

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
16	Section 3.15.6.3	3.15-70	Added River Park (Planned) to Impact PR-6 analysis	16-146
17	Section 3.15.6.3	3.15-71	Corrected details of planned Coyote Creek Main Branch Bikeway Extension in Impact PR-6 analysis	16-146
18	Section 3.15.6.3	3.15-74	Added Meadow Park (Planned) to Impact PR-6 analysis	16-147
19	Section 3.15.6.3	3.15-75	Corrected details of planned Coyote Creek Main Branch Bikeway Extension and added River Park (Planned) in Impact PR-7 analysis	16-147
20	Section 3.15.6.3	3.15-78	Added Truslow Park and Meadow Park (Planned) to Impact PR-7 analysis	16-148
21	Section 3.15.7.1	3.15-80	Revised PR-MM#1 to clarify park facility owner involvement in identifying alternative access routes	16-148
22	Section 3.15.8.2	3.15-86, 3.15-88	Revised Table 3.15-7 to reflect updated resource counts	16-148

CEQA = California Environmental Quality Act; EIR/EIS = environmental impact report/environmental impact statement; No. = number

3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

3.15 Parks, Recreation, and Open Space

3.15.1 Introduction

PURPOSE

Parks, Recreation, and Open Space

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

Section 3.15, Parks, Recreation, and Open Space, of the Los Angeles to Anaheim Project Section (project section) Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) discusses the potential impacts of the No Project Alternative and the High-Speed Rail (HSR) Project Alternatives, otherwise called Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, and describes impact avoidance and minimization features (IAMF) that avoid, minimize, or reduce these impacts. Mitigation measures are proposed to further reduce, compensate for, or offset impacts of the Shared Passenger Track Alternatives. Section 3.15 also defines the parks, recreation, and open space resources in the region and describes the affected environment in the resource study areas (RSA).

Additional details on parks, recreation, and open space resources are provided in the following appendices in Volume 2 of this Draft EIR/EIS:

- Appendix 2-A, Impact Avoidance and Minimization Features
- Appendix 2-B, Applicable Design Standards
- Appendix 3.1-A, Regional and Local Policy Inventory and Consistency Analysis

This section includes detailed analysis of environmental resources, affected environment, environmental consequences, and mitigation measures based on the guidance provided in *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines,* Versions 5.9 and 5.11 as amended (Authority 2017, 2022). Two other chapters and nine other resource sections in this Draft EIR/EIS provide additional information related to parks, recreation, and open space:

- **Section 3.2, Transportation:** Construction and operational changes from the Shared Passenger Track Alternatives on community facilities associated with road closures.
- **Section 3.3, Air Quality and Global Climate Change:** Construction and operational changes from the Shared Passenger Track Alternatives on schools and other community facilities related to dust and other air emissions.
- **Section 3.4, Noise and Vibration:** Construction and operational changes from the Shared Passenger Track Alternatives on community facilities related to noise and vibration.
- **Section 3.11, Safety and Security:** Construction and operational changes from the Shared Passenger Track Alternatives related to the safety and security of parks, recreation, and open space resources.
- **Section 3.12, Socioeconomics and Communities:** Construction and operational changes from the Shared Passenger Track Alternatives as a result of acquisition and displacement of community facilities.
- **Section 3.13, Station Planning, Land Use, and Development:** Construction and operational changes from the Shared Passenger Track Alternatives related to station planning, land use, and development.

- **Section 3.16, Aesthetics and Visual Quality:** Construction and operational changes from the Shared Passenger Track Alternatives on visual quality of parks, recreation, and open space resources.
- **Section 3.18, Regional Growth:** Construction and operational changes from the Shared Passenger Track Alternatives to induce growth related to population and employment.
- **Section 3.19, Cumulative Impacts:** Construction and operational changes from the Shared Passenger Track Alternatives and other past, present, and reasonably foreseeable future projects.
- **Chapter 4, Section 4(f) and Section 6(f) Evaluations:** Construction and operational changes from the Shared Passenger Track Alternatives on parklands and recreational properties subject to 49 U.S. Code (U.S.C.) 303, commonly referred to as Section 4(f), and Section 6(f) of the Land and Water Conservation Fund Act of 1965, commonly referred to as Section 6(f).
- **Chapter 5, Community Analysis:** Describes outreach conducted during the Draft EIR/EIS process and analyzes whether impacts of the project would have disproportionately adverse effects on minority or low-income populations.

3.15.1.1 Definition of Resources

The following are definitions for the parks, recreation, and open space resources analyzed in this Draft EIR/EIS.

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

3.15.2 Laws, Regulations, and Orders

This section describes the federal, state, and local laws, regulations, orders, and plans that are relevant to parks, recreation, and open space resources. General National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements for assessment and disclosure of environmental impacts are described in Section 3.1, Introduction, and are therefore not restated in this resource section. NEPA and CEQA requirements specific to the evaluation of parks, recreation, and open space resources are, however, described in this section.

3.15.2.1 Federal

Federal Railroad Administration (FRA), Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the FRA released Procedures for Considering Environmental Impacts (FRA 1999). These FRA procedures[1] describe the FRA's process for assessing the environmental

[1] While this EIR/EIS was being prepared, the FRA adopted new NEPA compliance regulations (23 Code of Federal Regulations Part 771). Those regulations only apply to actions initiated after November 28, 2018. Refer to 23 Code of

impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S.C. 4321 et seq.). The FRA Procedures for Considering Environmental Impacts state that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on parks and recreation.

Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303)

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

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

Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 460l-8(f) and 36 Code of Federal Regulations [CFR] Part 59.1)

State and local governments often obtain grants through the Land and Water Conservation Fund Act to acquire or make improvements to parks and recreation areas. Section 6(f) of the act prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without coordination with the California Department of Parks and Recreation and the U.S. Department of the Interior's National Park Service. Section 6(f) directs the Department of the Interior to ensure that replacement lands of comparable value and function, or monetary compensation (used to enhance the remaining land), location, and usefulness are provided as conditions to such conversions.

3.15.2.2 State

California Public Park Preservation Act (California Public Resources Code, Sections 5400–5409)

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

3.15.2.3 Regional and Local

This section discusses relevant regional and local programs, policies, regulations, and permitting requirements. The project section would primarily be in Los Angeles and Orange Counties, and the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs,

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Federal Regulations Part 771.109(a)(4). Because this EIR/EIS was initiated prior to that date, it remains subject to the FRA's Environmental Procedures rather than the Part 771 regulations.

Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The city of Orange is also within the RSA. Table 3.15-1 lists local plans and policies that were identified and considered for analysis.

Table 3.15-1 Regional and Local Plans and Policies

Policy Title	Summary
Southern California	
SCAG Regional Comprehensive Plan (2008)	SCAG adopted the *2008 Regional Comprehensive Plan* in 2008. The plan includes the following policies: ▪ Open Space and Habitat – Natural Lands Goals: Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by: – Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; – Conserving wildlife linkages as critical components of the region's open space infrastructure; – Coordinating transportation and open space to reduce transportation impacts to natural lands. ▪ Open Space and Habitat – Community Open Space Goals: Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: – Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities; – Improving existing community open space through urban forestry and other programs that provide environmental benefits.
SCAG 2024–2050 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (2024)	SCAG adopted *Connect SoCal* in 2024. The plan includes the following goals that are relative to this project: ▪ Policy 44: Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options ▪ Policy 58: Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region ▪ Policy 60: Support regional conservation planning and collaboration across the region ▪ Policy 88: Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation

Policy Title	Summary
Los Angeles County	
Los Angeles County 2035 General Plan, Parks and Recreation Element (2025)	The County of Los Angeles adopted the *Los Angeles County 2035 General Plan* in 2022 and last updated it in March 2025. The general plan includes the following relevant goals and policies: ▪ Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users. – Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible. – Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities. – Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances. ▪ Goal P/R 3: Acquisition and development of additional parkland. – Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4.0 acres of local parkland per 1,000 residents in the unincorporated areas and 6.0 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. – Policy P/R 3.2: For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations. ▪ Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages. ▪ Goal P/R 6: A sustainable parks and recreation system. – Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.
Los Angeles County Code of Ordinances (2025)	The *Los Angeles County Code of Ordinances* includes the following regulations: ▪ Section 17.04.260: Permission to be within the limits of any park or park waters, as defined by this Chapter, or to use any facilities, is conditioned on the park users complying with all applicable provisions of this Chapter or any other applicable laws, ordinances, rules, and regulations. A violation of any provision of this Chapter or of any other applicable law, ordinance, rule, or regulation authorized by this Chapter, or of any other applicable law, ordinance, rule, or regulation will result in the person in violation of being a trespasser, whether in incorporated or unincorporated territory, and a peace and/or code enforcement officer, Sheriff or Director, or their respective designees (“Enforcement Official”), may remove or exclude the person from a park accordance with this Section in addition to any other remedy or penalty. ▪ Section 17.04.300 Violation – Penalty: Any person who, within the incorporated or unincorporated territory of the County on park property owned, controlled, or managed by the County, violates any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas, is guilty of an infraction.

Policy Title	Summary
Los Angeles County Bicycle Master Plan (2012)	The County of Los Angeles adopted the *Los Angeles County Bicycle Master Plan* in March of 2012. The plan includes the following goals and policies: ▪ Goal 1 – Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles. – Policy 1.3: Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations. ▪ IA 1.3.2: Require bicycle parking at key locations, such as employment centers, parks, transit, schools, and shopping centers. ▪ Goal 2 – Safety: Increased safety of roadways for all users. – Policy 2.4: Evaluate impacts on bicyclists when designing new or reconfiguring streets.
LA River Master Plan (2022)	The County of Los Angeles adopted the *LA River Master Plan* in June of 2022. The plan includes the following goals: ▪ Goal 2: Provide equitable, inclusive and safe parks, open space, and trails ▪ Goal 4: Enhance opportunities for equitable access to the river corridor
San Gabriel River Corridor Master Plan (2006)	The County of Los Angeles adopted the *San Gabriel River Corridor Master Plan* in June of 2006. The plan includes the following goals: ▪ Encourage and enhance safe and diverse recreation systems, while providing for expansion, equitable and sufficient access, balance and multi-purpose uses ▪ Enhance and protect open space systems through conservation, aesthetics, connectivity, stewardship, and multi-purpose activities
City of Los Angeles	
City of Los Angeles General Plan, Open Space Element (2024)	The City of Los Angeles adopted the Open Space Element of the *City of Los Angeles General Plan* in 1973 and last updated the general plan in 2024. The Open Space Element of the general plan contains the following goals and policies: Goals: ▪ To insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City. ▪ To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public. ▪ To provide an open space system which provides identity, form and a visual framework to the City. ▪ To conserve and/or preserve those open space areas containing the City's environmental resources including air and water. ▪ To provide access, where appropriate, to open space lands. Policies: ▪ The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the City's approval of grading plans in these areas. ▪ The designation of an area as either *open space land* or *desirable open space* is not intended to preclude the development of needed transportation facilities. Such transportation facilities traversing public park properties are subject to various laws controlling development.

Policy Title	Summary
Downtown Community Plan (2024)	The City of Los Angeles revised the *Downtown Community Plan* in 2024. The plan includes the following goals and policies: ▪ LU 3.3: Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities. ▪ LU 18.4: Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors. ▪ LU 30.11: Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms. Prioritize safe, welcoming, and inclusive design and prevent hostile architecture and exclusionary design. ▪ MC 2.6: Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food. ▪ MC 2.10: Strengthen pedestrian and bicycle connections to the LA River to provide access to open space and recreation. ▪ PO 8: Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities. ▪ PO 9.2: Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.
City of Los Angeles 2010 Bicycle Plan (2011)	The City of Los Angeles adopted the *City of Los Angeles 2010 Bicycle Plan* in March of 2011. The plan contains the following objective and policies: Objective 1.3: Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system. ▪ Policy 1.3.2: Maximize Bicycle Amenities at Transit Stops and Stations. ▪ Policy 2.2.2: Reduce impediments to bicycle lane mobility and safety. ▪ Policy 2.3.1: Upgrade bridges, intersections, freeway ramps, tunnels, and grade separations that impede safe and convenient bicycle passage. ▪ Policy 2.3.2: Mitigate obstacles or obstructions that impede safe and convenient bicycle passage. ▪ Policy 2.3.4: Maintain and facilitate best bikeway design practices. ▪ Policy 3.3.1: Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities. ▪ Policy 3.3.5: Continue the existing off-road bicycle trail and analyze and explore opportunities for additional off-road bicycle facilities and continue to abide by LAMC section 63.44 B16. Any proposal to consider the use of mountain bikes on City park trails must first be thoroughly reviewed and analyzed by the Board of Recreation & Parks and its staff.
Los Angeles River Revitalization Master Plan (2007)	The City of Los Angeles adopted the *Los Angeles River Revitalization Master Plan* in May 2007. The plan includes the following goals: ▪ Ensure Safe Public Access ▪ Create a Continuous River Greenway ▪ Connect Neighborhoods to the River ▪ Extend Open Space and Water Quality Features into Neighborhoods

Policy Title	Summary
Boyle Heights Community Plan (2024)	The City of Los Angeles adopted the *Boyle Heights Community Plan* in September 2024. The plan contains the following policy. ▪ Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.
City of Vernon	
City of Vernon General Plan, Resources Element (2023)	The City of Vernon adopted the *City of Vernon General Plan* in 2015 and updated it most recently in 2023. The General Plan Resources Element contains the following goal: ▪ Goal R-3: Preserve established open spaces and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon.
City of Vernon Bicycle Master Plan (2017)	The City of Vernon adopted the *City of Vernon Bicycle Master Plan* in 2017. The plan contains the following strategies: ▪ Goal 1: Mobility: Increase bicycling access to businesses and community destinations for people of all ages and abilities. – Objective 1.A: Plan, design, construct and manage a comprehensive transportation network that integrates all modes of transportation. ▪ Strategy 1.A.1: Add bicycle facilities where there is available right-of-way as part of upgrades or resurfacing of existing roadways. ▪ Strategy 1.A.2: Coordinate with Metro and other regional rail providers to establish appropriate designs for existing and future transit stops and station accessways. – Objective 1.B: Eliminate barriers and gaps in the bikeway network. ▪ Strategy 1.B.1: Pursue construction of a Class I bicycle path along the Los Angeles River between the current path terminus at Atlantic Boulevard and the northern city boundary ▪ Strategy 1.B.5: Work with transit agencies to promote first and last mile connections to transit stops. – Objective 2.A: Implement designs that emphasize safety and comfort of the most vulnerable road users and take into account freight transportation in the area. ▪ Strategy 2.A.2: Implement bikeway designs for the needs and comfort for people of all ages and abilities, considering issues such as street design speed, hierarchy of streets, connectivity and level of stress experienced.
City of Commerce	
City of Commerce 2020 General Plan, Resource Management Element[1] (2008)	The City of Commerce adopted the Resource Management Element of the *City of Commerce 2020 General Plan* in 2008. The general plan element contains the following policies: ▪ Resource Management Policy 5.1: The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities. ▪ Resource Management Policy 5.2: The city of Commerce will strive to create more "green space" and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming. ▪ Resource Management Policy 5.3: The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.

Policy Title	Summary
City of Bell	
City of Bell 2030 General Plan, Resource Management Element (2022)	The City of Bell adopted the *City of Bell 2030 General Plan* in 2018 and last updated it in 2022. The General Plan Resource Management Element contains the following policies: ▪ Policy 1: The City of Bell shall provide a balanced range of recreational opportunities and activities for all age levels within the community. ▪ Policy 2. The City of Bell shall promote the scheduling of maintenance activities for all public recreational facilities.
City of Bell Bicycle Master Plan (2016)	The City of Bell adopted the *City of Bell Bicycle Master Plan* in June of 2016. The plan contains the following goals: ▪ Goal 1: Improve bicycle safety – Decrease the number of collisions – Decrease the severity of collisions – Maintain bikeways clear of barriers – Increase bicycle safety education programs – Enforce bicycle safety laws for bicyclists and drivers ▪ Goal 2: Increase bicycling – Increase mode share percentage – Increase the number of trips – Implement encouragement programs – Create a safe and connected bikeway network
City of Montebello	
City of Montebello General Plan, Our Active Community Element (2024)	The City of Montebello adopted the *City of Montebello General Plan* in 2024. The General Plan Our Active Community Element contains the following policies: ▪ Policy 7.1: Expand park inventory to strive for the standard of 5 acres per 1000 residents. ▪ Policy 7.4: Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks. ▪ Policy 7.6: Address deferred maintenance of citywide park system.
Montebello Bicycle Master Plan (2024)	The City of Montebello adopted the *Montebello Bicycle Master Plan* in April of 2024. The plan contains the following goals: ▪ Accessibility Goal: Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities. – Improve bicycling connectivity to existing and planned transit stations ▪ Safety Goal: Improve safety and the perception of safety for bicyclists – Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.

Policy Title	Summary
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	The City of Pico Rivera adopted the *City of Pico Rivera General Plan* in 2014. The general plan contains the following goals and policies: ▪ Goal 3.5: Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features. – Policy 3.5-3: Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels. – Policy 3.5-4: Open Space and Landscaping. Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features. – Policy 3.10-1: Adequate Facilities. Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents. – Policy 5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate. ▪ Identify and pursue potential sources of grant funding to implement a bike share program and bicycle facilities. ▪ Support development of bicycle facilities and a bike share program at Smith Park and other locations in the city in close proximity to mass transit and regional bike routes. – Policy 8.1-4: Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by: ▪ Encouraging infill and redevelopment of vacant and underutilized sites. ▪ Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages. ▪ Providing opportunities for non-motorized transportation and linkages between new development and transit.

Policy Title	Summary
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Open Space-Conservation Element (2022)	The City of Santa Fe Springs adopted the Open Space-Conservation Element of *Re-Imagine Santa Fe Springs 2040 General Plan* in 2022. The general plan element contains the following goals and policies: ▪ Goal COS-1: A vibrant park system that meets evolving community needs. ▪ Goal COS-2: Diversity of community services and programming. ▪ Goal COS-3: Celebration of the City's historic, cultural and artistic richness. ▪ Goal COS-4: Clean surface water, drainages, and ground water. – Policy COS-5-1: Native Plants. Encourage the use of native and climate-appropriate tree and plant species. – Policy COS-5-4: Green Buffers. Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial zones to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities. – Policy COS-5-5: Environmental Benefits. Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan, Land Use Element[1] (2023)	The City of Norwalk adopted the Land Use Element of *Vision Norwalk – The City of Norwalk General Plan* in 1996. The general plan element contains the following objective and policy: ▪ E. Public Land Uses: – Objective: To maximize and enhance the recreational potential of existing parks, schools, and public facilities. ▪ Policy: Provide for the continued use of school property and facilities for recreational use by the provision of appropriate supports and incentives.
City of Norwalk City Council Strategic Plan 2023–2025 (2023)	The City of Norwalk adopted the *City Council Strategic Plan 2023–2025* in 2023. The plan contains the following action items: ▪ Goal 2 Objective 1a. Update citywide asset risk for streets, flood control devices, traffic control devices, City parks and buildings, and fleet. ▪ Goal 3 Objective 1b. Expand bike and pedestrian infrastructure at catalytic locations.
Norwalk Municipal Code (2024)	The City of Norwalk adopted the most recent version of the *Norwalk Municipal Code* in 2023. The code includes the following provisions: ▪ Section 12.40.040, Recreation and Parks, Compliance with chapter provisions—Ejection of violators. – A. Permission to be within the limits of or to use any park is conditioned on compliance with all applicable provisions of this chapter and any other applicable laws, ordinances, rules and regulations. A violation of any provision of this chapter, or of any order, rule or regulation authorized by this chapter, or of any other applicable law, ordinance, rule or regulation, shall result in the violator being deemed a trespasser ab initio, and the Los Angeles County Sheriff's Department or the Director may eject any such person from a park. – B. Any person occupying a park or portion without a written reservation permit issued by the Director for its exclusive use, and refusing to surrender such park or portion to any person bearing such a permit, shall similarly be deemed to be a trespasser ab initio, subject to ejection by the Los Angeles County Sheriff's Department or the Director. (Ord. 21-1722 § 2; (prior code § 5-22.4).

Policy Title	Summary
City of La Mirada	
City of La Mirada General Plan, Open Space and Conservation Element (2003)	The City of La Mirada adopted the Open Space and Conservation Element of the *City of La Mirada General Plan* in March of 2003. The general plan element contains the following goals and policies: ▪ Goal 1.0: Provide a diverse range of high-quality park and recreation facilities and programs that meet the needs of all residents. ▪ Goal 2.0: Preserve and enhance trails and passive open space. – Policy 2.2: Work cooperatively with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.
Orange County	
County of Orange General Plan, Recreation Element (2025)	The County of Orange adopted the Recreation Element of the *County of Orange General Plan* in 2014 and updated it in 2025. The general plan element contains the following goals, objectives, and policies: ▪ Goal 1: Provide adequate local park sites to meet the recreation needs of existing and future residents and preserve natural resources within unincorporated Orange County. ▪ Objective 3.1: Achieve a local park system which meets the active recreational needs of each community within the unincorporated County for which there exists a local park maintenance agency. ▪ Policy 2.34: Developers may be required to improve local park sites as a condition of approval for General Plan amendments, zone changes, area plans, feature plans, and/or subdivision maps.
OCTA Commuter Bikeways Strategic Plan (2009)	OCTA adopted the *2009 OCTA Commuter Bikeways Strategic Plan* in May of 2009. The plan is designed to encourage the enhancement of Orange County's regional bikeways network and describes existing and proposed bikeways within Orange County and bikeway guidelines. The plan contains an action plan that focuses on improving the regional bikeways networks, external coordination, internal coordination, and addressing regional priorities. Apart from the action plan, the plan does not contain any explicit goals or policies.
City of Buena Park	
Buena Park 2035 General Plan, Open Space and Recreation Element (2022)	The City of Buena Park adopted the *Buena Park 2035 General Plan* in 2010 and updated it in 2022. The Open Space and Recreation Element of the general plan element contains the following policies: ▪ Policy OSR-1.1: Preserve public and private open space lands for active and passive recreational opportunities. ▪ Policy OSR-2.3: Upgrade and maintain existing City parks and facilities to properly meet the needs of the community. ▪ Policy OSR-2.6: Continue to provide disabled person accessibility to parks, recreational facilities, and open space. ▪ Policy OSR-3.3: Preserve existing recreational and park facilities and develop new park and recreational facilities and/or programs as necessary to maintain an adequate level of service and a wide variety of programs.

Policy Title	Summary
City of Fullerton	
The Fullerton Plan, Bicycle Element and Parks and Recreation Element (2025)	The City of Fullerton adopted *The Fullerton Plan* (general plan) in 2012 and updated it in 2020 and 2025. *The Fullerton Plan* is organized into four Master Elements and within each Master Element is the specific Element. The general plan contains the following goals and policies: Master Element A: The Fullerton Built Environment, Chapter 5: Bicycle ▪ Goal 6: A bicycle-friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities. – P6.1 Consideration of Bicyclists: Support regional and subregional efforts to ensure bicyclists are considered when developing new or retrofitting existing transportation facilities and systems. – P6.2 Inter-Jurisdiction Connections: Support efforts to maintain, expand and create new connections between the Fullerton bicycle network and the bicycle networks of adjacent cities, Orange County, and the region. Master Element C: The Fullerton Community, Chapter 12: Parks and Recreation ▪ Goal 15: Parks, recreational facilities, trails, and programs that promote a healthy community and a desirable quality of life. – P15.2 Existing Parks and Recreation Resources: Support policies, projects, programs and regulations that preserve, protect, maintain and enhance Fullerton's existing parks, recreational facilities and trails. – P15.6 Accessible Citywide Park System: Support policies, programs and regulations that facilitate the planning, design and development of an extensive system of parks (passive and active), recreational facilities, and trails that meets the current needs of Fullerton residents and is accessible and within a 15-minute walking distance (i.e., one-quarter to one-half mile) of every Fullerton resident. – P15.7 Park-to-Population Ratio: Support projects and programs that contribute to a citywide minimum park-to-population ratio of 4.0 acres per 1,000 people. Appendix G: Fullerton Bicycle Master Plan, Chapter 4.3: Goals and Policies – P1. Support regional and subregional efforts to ensure bicyclists are considered when developing new or retrofitting existing transportation facilities and systems. – P5. Support projects, programs, policies, and regulations that make bicycling safer and more convenient for all types of bicyclists. – P6. Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and larger region. – P7. Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects. – P9. Support projects, programs, policies, and regulations to support safe and efficient movement of bicyclists through and across intersections.

Policy Title	Summary
City of Anaheim	
City of Anaheim General Plan, Green Element (2025)	The City of Anaheim last updated the Green Element of the *City of Anaheim General Plan* in 2020 and last updated the general plan in 2025. The Green Element contains the following goals and policies: ▪ Goal 2.1: Preserve views of ridgelines, natural open space and other scenic vistas wherever possible. – Policy 3: Site parks, nature centers and trails to take advantage of natural vistas. ▪ Goal 4.1: Maximize the recreational and scenic potential of existing reservoirs, basins and waterways. – Policy 1: Support the County of Orange to continue in their efforts to upgrade and maintain the Santa Ana River Trail. ▪ Goal 18.1: Provide sufficient indoor and outdoor park, recreation and community service opportunities for existing and future residents and employees. – Policy 1: Maintain a Citywide standard of at least two acres of parkland per thousand residents. ▪ Goal 20.1: Vigorously maintain and upgrade Anaheim's parks and recreation facilities to better serve the needs of residents and workers.
City of Anaheim Bicycle Master Plan (2020)	The City of Anaheim adopted the *City of Anaheim Bicycle Master Plan Update* in July of 2020. The plan is a policy document that guides the City of Anaheim in its implement of citywide bicycle facilities and is intended to improve bicycling safety, comfort, and accessibility. The plan does not contain any explicit plans or goals, but identifies priority projects for the city.
City of Orange[2]	
Orange General Plan, Natural Resources Element (2025)	The City of Orange adopted the *Orange General Plan* in 2010 and last updated it in 2025. The Natural Resources Element was updated in 2015. The general plan element contains the following policies: ▪ Goal 1.0: Provide recreational use, scenic enjoyment, and the protection of natural resources and features in open space areas. ▪ Goal 5.0: Provide recreational facilities and programs that adequately serve the needs of residents. – Policy 5.1: Maintain existing City parks at levels that provide maximum recreational benefit to City residents.
City of Orange Bikeways Master Plan (2001)	The City of Orange adopted the *Bikeways Master Plan* in 2001. The master plan contains the following policies: ▪ Goal 1: To Provide a safe citywide bikeway system which is integrated with other transportation systems such as buses, trains, park and ride facilities, in an effort to help reduce vehicle trips and vehicle emissions. – Objective 1.1: Develop a bikeway system that links all transportation systems together. ▪ Goal 2: To link residential areas to major activity centers including areas of employment, transit stations and transfer points, schools, and education centers, shopping, and recreational facilities. – Objective 1.3: Formulate opportunities to accommodate bicyclists in future land use development.

Sources: City of Anaheim 2020, 2025; City of Bell 2016, 2022; City of Buena Park 2022; City of Commerce 2008; City of Fullerton 2025; City of La Mirada 2003; City of Los Angeles 2007, 2011, 2024a, 2024b, 2024c; City of Montebello 2024a, 2024b; City of Norwalk 2023a, 2023b, 2024; City of

Orange 2001, 2025; City of Pico Rivera 2014; City of Santa Fe Springs 2022; City of Vernon 2017, 2023; County of Los Angeles 2006, 2012, 2025a, 2025b; County of Los Angeles and Los Angeles County Public Works 2022; *County of Orange 2025; OCTA 2009; SCAG 2008, 2024*

[1] This plan is currently undergoing an update as of January 2025.

[2] The city of Orange is included in the analysis because, although no permanent built infrastructure of the Shared Passenger Track Alternatives would be within the city of Orange, the city's jurisdictional boundaries are within the parks, recreation, and open space resource study area.

LAMC = Los Angeles Municipal Code; OCTA = Orange County Transportation Authority; SCAG = Southern California Association of Governments

3.15.3 Consistency with Plans and Laws

As indicated in Section 3.1.5.3, Consistency with Plans and Laws, CEQA and NEPA require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws. CEQA and FRA NEPA implementing procedures require the discussion of any inconsistency or conflict between a proposed action and federal, state, regional, or local plans and laws. Where inconsistencies or conflicts exist, the Authority must provide a description of the extent of reconciliation and the reason for proceeding if full reconciliation is not feasible under NEPA (64 *Federal Register* 28545, 14(n)(15)) and must discuss the inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans under CEQA (State CEQA Guidelines Section 15125(d)).

Several federal and state laws, listed in Section 3.15.2.1, Federal, and Section 3.15.2.2, State, pertain to parks, recreation, and open space resources. Pursuant to U.S.C. Title 23 Section 327, under the NEPA Assignment Memorandum of Understanding between FRA and the State of California, effective July 22, 2024, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects. The Authority, as the lead agency proposing to build and operate the HSR system, is required to comply with all federal and state laws and regulations and to secure all applicable federal and state permits prior to initiating construction of the project. Therefore, there would be no inconsistencies between the Shared Passenger Track Alternatives and these federal and state laws and regulations.

The Authority is therefore not required to comply with local land use and zoning regulations; however, it has endeavored to design and build the HSR project so that it is consistent with land use and zoning regulations.

Refer to Appendix 3.1-A for a complete consistency analysis of regional and local plans and policies.

3.15.4 Methods for Evaluating Impacts

The evaluation of impacts on parks, recreation, open space, and school district play areas is a requirement of NEPA and CEQA. The following sections define the RSA and summarize the methods used to analyze impacts on the existing and planned parks, recreational facilities, open space resources, and school district play areas. As summarized in Section 3.15.1, Introduction, several other resource sections in this Draft EIR/EIS also provide additional information related to parks, recreation, open space, and school district play areas.

3.15.4.1 Definition of Resource Study Area

As defined in Section 3.1, Introduction, RSAs are the geographic boundaries in which the Authority conducted environmental investigations specific to each resource topic. As presented in Table 3.15-2, the RSA for impacts on parks, recreation, and open space resources includes the project footprint plus 1,000 feet from the proposed track centerline, 0.5 mile from an HSR station, 0.5 mile from a light maintenance facility (LMF), and 1,000 feet from any road construction required to implement the HSR system and is inclusive of both direct and indirect impacts (described in greater detail in Section 3.15.4.3, Methods for Impact Analysis). The 1,000-foot distance from the project footprint (measured from the track centerline) was selected because parks, recreation, and open space resources within this distance from the tracks and construction work areas could experience direct and indirect impacts from construction and operation of the Shared Passenger Track Alternatives. Class II and Class III on-street bicycle routes, unless identified as a recreational facility by an official with jurisdiction, are not included in the analysis of

recreational resources because they are considered transportation facilities. Section 3.2 covers the effects and impacts on those types of facilities.

Table 3.15-2 Definition of Parks, Recreation, and Open Space Resource Study Area

Project Element	Resource Study Area Boundary
Track Alignment	Areas within the project footprint plus areas within 1,000 feet of the track centerline[1]
Road Construction	1,000 feet from any road construction required to implement the HSR system
Stations and LMF	Areas within 0.5 mile of the station and LMF footprint

Table 3.15-2 provides a general definition and boundary description of the resource study area, as presented on Figure 3.15-1, sheets 1 through 7.
[1] The project footprint includes areas required to build, operate, and maintain permanent HSR facilities, including permanent right-of-way, permanent utility and access easements, road construction, and temporary construction easements.
HSR = high-speed rail; LMF = light maintenance facility

3.15.4.2 Impact Avoidance and Minimization Features

The Shared Passenger Track Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs and are considered to be part of the project. The Authority will incorporate IAMFs during project design and construction; therefore, the analysis of impacts of the Shared Passenger Track Alternatives in this section factors in all applicable IAMFs. Appendix 2-A provides a detailed description of IAMFs that are included as part of the project design. IAMFs applicable to parks, recreation, and open space resources include:

- **PK-IAMF#1, Parks, Recreation, and Open Space:** Prior to construction, the Authority-designated contractor shall prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on parks, recreation, and open space during construction and operation. Typical design measures to avoid or minimize impacts on parks and recreation may include:
  - Provide safe and attractive access for present travel modes (e.g., motorists, bicyclists, pedestrians—as applicable) to existing park and recreation facilities.
  - Design guideway, system, and station features in such a way as to enhance the surrounding local communities. Provide easy crossings of the guideway, which allows for community use under the guideway or at station areas.

Other resource IAMFs applicable to impacts on parks, recreation, and open space include:

- **AQ-IAMF#1:** Fugitive Dust Emissions
- **AVQ-IAMF#1:** Aesthetic Options
- **AVQ-IAMF#2:** Aesthetic Review Process

In Section 3.15.6, Environmental Consequences, each impact narrative describes how these project features are applicable and, where appropriate, effective at avoiding or minimizing potential impacts to less-than-significant levels under CEQA.

3.15.4.3 Methods for Impact Analysis

Overview of Impact Analysis

This section describes the sources and methods the Authority used to analyze potential impacts from implementing the Shared Passenger Track Alternatives on parks, recreation, and open space resources. These methods apply to both NEPA and CEQA analyses unless otherwise indicated. Refer to Section 3.1.5.4, Methods for Evaluating Impacts, for a description of the general framework for evaluating impacts under NEPA and CEQA. Laws, regulations, and local planning documents (refer to Section 3.15.2, Laws, Regulations, and Orders) that regulate parks,

recreation, and open space were also considered in the evaluation of direct and indirect impacts on parks, recreation, and open space resources. For project construction and operational actions that would result in impacts, feasible mitigation measures are identified to avoid or minimize impacts or to compensate for impacts.

The Authority collected information on parks, recreation, and open space resources through review of the plans and policies referenced in Section 3.15.2.3, Regional and Local, and the use of geographic information system data sources to identify parks, recreation, and open space resources in the RSA. Only parks, recreation, and open space resources open to the public were considered in the analysis. Schools that contained play areas and other recreational facilities, such as sports fields or running tracks, were also included in this analysis if they were available for public use outside of school hours. Refer to Chapter 4 for a discussion of methods for impact analysis and the consultation efforts for Section 4(f) and Section 6(f).

Analysis of Construction-Related Impacts

Construction impacts are determined based on whether construction activities would result in temporary or permanent acquisitions of recreational resources; temporary increases in dust, noise, vibration, or visual effects; or a temporary barrier for access or use of the resource. The Authority used the following methods to evaluate potential direct and indirect impacts from construction on parks, recreation, and open space resources:

- Geographic information system spatial analysis identified the distance of parks, recreation, and open space resources from the Shared Passenger Track Alternatives, and facilities and functions that could be temporarily or permanently affected during construction of the project.
- Review and analysis of the design and location of project elements determined whether the Shared Passenger Track Alternatives could create barriers to park access and use or change access and parking at parks, recreation, and open space resources.
- Review and analysis of proposed construction rights-of-way determined whether there could be temporary changes to access or reduced parking capacity at parks, recreation, and open space resources.
- Evaluation of temporary construction easement locations and general construction activity identified the potential to disrupt established community and visitor use of parks, recreation, and open space resources.

Certain proximity impacts, such as fugitive dust, vibration, and visual impacts, are generally more localized near the project footprint, and noise impacts may reach greater distances. A 250-foot estimated impact distance threshold was established for fugitive dust and visual impacts. Temporary construction noise impacts on recreational resources were determined using the estimated residential noise impact distances for FRA construction noise criteria that would be exceeded during the daytime hours (between 7:00 a.m. and 10:00 p.m.) for each phase and sub-phase of construction, which are presented in Table 3.15-3 and further discussed in Section 3.4.6.3. FRA construction noise estimated impact distance criteria for nighttime hours only apply to residential land uses and are not applicable to recreational resources. As such, this analysis focused on daytime construction noise impacts on recreational resources. The estimated impact distances presented in Table 3.15-3 reflect a conservative estimate and are based on the noisiest anticipated construction activity determined by noise criteria for sensitive residential land uses. Recreational resources within 645 feet of construction zones are identified as subject to potential noise impacts (Table 3.15-3), because this estimated impact distance has been established as the threshold for evaluating noise-sensitive resources. Construction noise that exceeds the recommended FRA construction noise criteria of 80 A-weighted decibels (dBA) equivalent sound level (L_{eq}) during daytime hours within this estimated impact distance may be exposed to construction-related impacts depending on the activity of the use.

In addition, land use categories defined by the Federal Transit Administration (FTA) are separated into three categories with varying metrics for transit noise impact criteria: (1) tracts of land where quiet is an essential element in their intended purpose, (2) residences and buildings

where people normally sleep where nighttime sensitivity is assumed to be of utmost importance, and (3) institutional land uses with primarily daytime and evening use where it is important to avoid interference with activities such as speech, meditation, and concentration (FTA 2018). Category 3 land uses are less sensitive to noise compared to Categories 1 and 2, and therefore allow for a higher increase in project-related noise levels before an impact is identified. Recreational resources would fall under impact criterion (3) for daytime use. Although some parks are primarily used for passive recreation such as reading, conversation, or meditation, parks can be used primarily for active recreation such as sports complexes and bicycle or running paths and are not considered noise sensitive according to FTA guidance (FTA 2018). Many of these institutional land uses are generally considered active recreation in comparison to passive recreation. As such, temporary construction vibration impacts on recreational resources were determined using the estimated impact distance of Category 3 land uses presented in Table 3.15-4. Table 3.15-4 indicates that, depending on the type of equipment used, human annoyance or interference by vibration from construction could be expected within a distance of up to 230 feet for Category 3 land uses for recreational resources containing sensitive receivers.

Depending on the magnitude of the project's noise increase, FTA and FRA categorize impacts as (1) no impact, (2) moderate impact, or (3) severe impact. A severe impact is defined as the level at which a large percentage of people would be highly annoyed by the project's noise. A moderate impact is defined as the point at which the change in the cumulative noise level would be noticeable to most people but may not be sufficient to generate strong, adverse reactions.

In determining construction noise and vibration impacts, the following steps were followed: (1) determining areas of potential construction activities nearest to recreational resources; (2) determining whether the recreational resource is considered noise sensitive based on FRA and FTA guidance; and (3) if those activities exceed the FRA construction noise criteria for daytime hours.

Table 3.15-3 Federal Railroad Administration Noise Criteria Exceedance Estimated Impact Distances for Construction Activities in Residential Areas Along the Project Section[1]

Construction Activity	Daytime 80 dBA L_{eq} (feet)
At-Grade Rail Construction (1st Street in City of Los Angeles to ARTIC)	
Utility relocation	106
New track ballast installation	69
Direct Fixation Rail Installation for Aerial and Tunnel Structures	
Plinth construction	275
Trench Construction (Fullerton)	
Utility relocation	116
Tunnel construction	312
Elevated Structure Construction (Commerce)	
Utility relocation	119
Foundation and column construction	297
Precast concrete box girder placement	235
Elevated Structure Construction (Santa Fe Springs/Norwalk)	
Utility relocation	119
Foundation and column construction	297

Construction Activity	Daytime 80 dBA L_{eq} (feet)
Precast concrete box girder placement	235
Grade-Separation Roadway Improvements	
Level 1: minor work required	136
Level 2: light work required	253
Level 3: medium work required	308
Level 4: heavy work required	355
Water Crossings	
Level 1: minor work required	117
Level 2: light work required	637
Level 3: medium work required	645
System Sites	
TPSS, TPPS, TSS, and communication towers	288
Station Construction	
Commerce and Buena Park Metrolink Station Relocations	280
Norwalk/Santa Fe Springs Metrolink Station Modification	295
Fullerton Metrolink/Amtrak Station Modification	321
ARTIC Station	313

Source: Authority 2025
[1] Federal Railroad Administration construction noise criteria are provided in Table 3.4-5 in Section 3.4.
ARTIC = Anaheim Regional Transportation Intermodal Center; dBA = A-weighted decibels; L_{eq} = equivalent sound level; TPPS = traction power paralleling station; TPSS = traction power substation; TSS = traction power switching station

Table 3.15-4 Estimated Impact Distances for Construction Vibration Annoyance for the Los Angeles to Anaheim Project Section

Land Use Category	Vibration Criterion Level (VdB)	Approximate Vibration Impact Distance (feet)		
		Pile Driving	Vibro-Compaction	Drilling and Excavation
Category 1: Buildings where vibration would interfere with interior operations	65	500	230	135
Category 2: Residences and buildings where people normally sleep	72	290	135	80
Category 3: Institutional land uses with primarily daytime use	75	230	105	65

Source: Authority 2025
VdB = vibration decibel

Analysis of Operations Impacts

The Authority used geographic information system spatial analysis—as well as review and analysis of Section 3.2, Section 3.3, Section 3.4, Section 3.11, Section 3.12, Section 3.13,

Section 3.16, Section 3.18, Section 3.19, and other sections of this Draft EIR/EIS—to determine direct and indirect impacts on parks, recreation, and open space resources from operations of the project and related changes in visual quality, noise, vibration, air quality, and use. In addition, evaluation of the project included existing city and county reports and documents and agency coordination to identify planned parks, recreation, and open space resources. The Authority also analyzed potential direct and indirect safety impacts on parks, recreation, and open space resources associated with the operation of the project.

A minimum screening distance of 500 feet from the track centerline was applied to evaluate visual operational impacts on recreational resources in urbanized areas, based on the presence of intervening physical barriers such as housing blocks, roadways, and industrial buildings, which substantially limit direct views and visual connectivity, thereby reducing the potential for perceptible changes to the character or use of these resources.

For direct and indirect noise effects on sensitive receivers, the FRA defines the estimated impact distance as 700 feet from the centerline of the rail corridor for steel-wheeled vehicles operating on new or existing track at any speed and frequency in a suburban or nonsuburban setting with an unobstructed view (FRA 2012). This is used as the estimated impact distance threshold for the noise analysis of recreational resources for rail operation, because elevated track sections may result in an unobstructed view of trains for receivers at this distance from the track.

3.15.4.4 Method for Evaluating Impacts Under NEPA

NEPA implementing procedures, regulations, and guidance provide the basis for evaluating project effects (as described in Section 3.1.1). The criteria of context and intensity are considered together when determining the severity of changes introduced by the project:

- **Context:** For this analysis, the *context* comprises the condition and type of use (passive, active, reflective) of parks, recreational facilities, open space, and school district play areas; the existing environmental conditions (urban, rural, wilderness) at the parks, recreational facilities, open space, and school district play areas; and federal, state, and local laws, regulations, orders, or plans applicable to parks, recreation, open space, and school district play areas—in particular the open space, parks and recreation, aesthetics, land use, conservation, or other relevant elements of local general plans.
- **Intensity:** For this analysis, *intensity* is determined by the degree to which the project would affect parks, recreation, open space, and school district play areas (e.g., distance of such resources from the project footprint, the areal extent that would be acquired, facilities and functions that would be affected); the degree to which the project would affect the user experience at the parks, recreational facilities, open space, and school district play areas; and the duration of the effect (temporary, permanent, intermittent).

3.15.4.5 Method for Determining Significance Under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (State CEQA Guidelines Section 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a significance determination for each impact using a threshold-based analysis (refer to Section 3.1.3.4, Methods for Evaluating Impacts, for further information). By contrast, under NEPA, significance is used to determine whether an EIS will be required; NEPA requires that an EIS is prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." Accordingly, Section 3.15.9, CEQA Significance Conclusions, summarizes the significance of the environmental impacts on parks, recreation, and open space resources for the Shared Passenger Track Alternatives. The Authority is using the following thresholds to determine if a significant impact on parks, recreation, and open space resources would occur as a result of the Shared Passenger Track Alternatives. For the CEQA analysis, the project would result in a significant impact if it would:

- Prevent the use of an established or planned park, recreation, or open space

- Acquire an open space resource that would result in a diminished capacity to use that resource or a substantially reduced value of that resource
- Create a physical barrier (or a perceived barrier) to the access to or established use of park, recreation, or open space areas
- Result in acquisition of a recreation resource that would result in a diminished capacity to use the resource for specific and defined recreational activities
- Increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment
- Result in the physical alteration of the existing facilities or a need to provide new parks or other recreation facilities—the construction of which could cause significant environmental impacts—to maintain acceptable service ratios or other performance objectives

Thresholds of significance for indirect impacts on community facilities are defined in other sections such as transportation, noise and vibration, and aesthetics and visual resources.

3.15.5 Affected Environment

This section describes the affected environment for parks, recreation, and open space resources in the RSA. This information provides the context for the environmental analysis and evaluation of impacts. The type and character of the parks, recreational facilities, open space, and school district play areas within the RSA include small urban parks consisting of landscaped or paved areas with benches, neighborhood parks with grassy areas and playgrounds, community parks with aquatic centers, sports fields and courts, gardens, and larger parks with active sports and open space areas with a wide variety of recreation opportunities such as trails and bike paths. This section also describes planned parks, recreational facilities, open space, and school district play areas that would be built by the time the project is under construction. Planned resources within the RSA include the Los Angeles River Trail, the Coyote Creek Main Branch Bikeway Extension, and the Brea Creek Bastanchury Corridor. Resources are considered “planned” or “proposed” if the resource has been identified in one of the regional or local plans described above or has been identified on a local jurisdiction’s current projects list.

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

The project would travel on an existing and historic rail corridor through highly urbanized residential, commercial, and industrial settings. Transportation rights-of-way, including the existing Los Angeles County Metropolitan Transportation Authority, BNSF Railway (BNSF), and Orange County Transportation Authority corridors, interstates, highways, state routes, and local roads, are the largest land use in the RSA, followed by residential uses. From north to south along the project route, the RSA includes urban and suburban development in Los Angeles and Orange Counties and the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. Table 3.15-5 identifies existing and proposed recreational resources available for public use within the project section, and Figure 3.15-1 illustrates the locations.

Table 3.15-5 Recreational Resources

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Los Angeles River Trail Extension (planned) Figure 3.15-1, Sheet 1 and Sheet 2, Identification Number: 1	Size: Approximately 10 miles long Planned features: Classified as a Class I bike path. The Los Angeles River Master Plan includes plans to build a continuous river trail along the entire length of the Los Angeles River corridor (County of Los Angeles and Los Angeles County Public Works 2022) including a dedicated path for bicycling, walking, running, and skateboarding uses. The Los Angeles River Master Plan uses a series of nine geographical planning frames that serve as a reference for planning and implementation to identify potential locations for sites and projects, as well as any gaps in connectivity to meet the extensive goal to connect the 51-mile-long river. In the RSA there are two planning frames (segments) each approximately 5 miles long. Within those frames, Metro is currently planning to connect the Los Angeles River Trail from Elysian Valley through Downtown Los Angeles to the city of Maywood's existing Los Angeles River trail near Atlantic Blvd. The LA River Path Project is currently (as of March 2025) in the environmental review phase and certification of the Final EIR is anticipated in 2025/2026.	The trail is still in the planning phase; however, the approximate location of the planned path would run along the Los Angeles River from where State Route 2 meets Interstate 5 in central Los Angeles, moving south to meet the existing segment near Atlantic Blvd. Note that the existing path is also planned for revitalization from Atlantic Blvd, moving south to meet the Rio Hondo River Trail at Imperial Highway in Downey. Segments of the path would be in the northern portion of the project footprint.	The northern portion of the trail would run parallel to the track alignment and supporting infrastructure for approximately 2.5 miles maintaining a distance of approximately 260 feet, until it would pass underneath the footprint between E Washington Blvd and E 26th St. From there, the trail would move away from the project footprint until it reaches Downey Rd. From Downey Rd, a portion of the trail would be as close as approximately 110 feet to the project footprint.	Metro

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Yaanga Park Figure 3.15-1, Sheet 1, Identification Number: 2	Size: 1.0 acre Features: walking trail and grassy area	540 N Los Angeles St, Los Angeles, CA 90012	1,090 feet	City of Los Angeles Department of Recreation and Parks
Arts District Park Figure 3.15-1, Sheet 1, Identification Number: 3	Size: Approximately 0.5 acre Features: outdoor fitness equipment and jogging trails	501 S Hewitt St, Los Angeles, CA 90013	1,630 feet	City of Los Angeles Department of Recreation and Parks
Aliso Pico Recreation Center Figure 3.15-1, Sheet 1, Identification Number: 4	Size: 1.86 acres Features: basketball court, children's play area, and field	370 S Clarence St, Los Angeles, CA 90033	1,740 feet	City of Los Angeles Department of Recreation and Parks
Bandini Park/Batres Community Center Figure 3.15-1, Sheet 2, Identification Number: 5	Size: Approximately 3.4 acres Features: Basketball courts, a baseball court, soccer field, a children's play area, and a children's wading pool	4725 Astor Ave, Commerce, CA 90040	950 feet	City of Commerce
Rio Hondo River Trail Figure 3.15-1, Sheet 3, Identification Number: 6	Size: Approximately 16 miles long Features: A multiuse trail for biking, walking, running, dog walking, and equestrian use	The trail runs adjacent to the westerly side of the Rio Hondo basin and parallel along the channel through the San Gabriel Valley. The northern end starts along the reservoir at the Peck Rd Water Conservation Park and follows along the channel to Whittier Narrows Recreation Area.	Within the project footprint and passing under the track alignment. The trail would pass underneath the railway east of S Bluff Rd. During construction, a temporary staging area would be located along the trail.	Los Angeles County Department of Parks and Recreation

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Rio Hondo River Bike Path Figure 3.15-1, Sheet 3, Identification Number: 7	Size: 17.5 miles long Features: Classified as a Class I bike path. A dedicated bike path for bicycling and walking.	The path runs between the easterly side of the Rio Hondo basin and parallel to the western side of the channel. The path runs through the Upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Hwy in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia.	Within the project footprint and passing under the track alignment. The path would run parallel to temporary construction easements southeast of Washington Blvd and maintain a distance of approximately 200 feet. Farther south, the path would pass underneath the railway east of S Bluff Rd. During construction, a temporary construction easement would also be located on the path east of S Bluff Rd.	Los Angeles County Department of Public Works
San Gabriel River Trail Figure 3.15-1, Sheet 3 and Sheet 4, Identification Number: 8	Size: Approximately 35 mile-long trail Features: A multiuse unpaved trail for bicycling, equestrian use, walking, and running	The trail is adjacent to the San Gabriel River Bike Path along the San Gabriel River and stretches north from Azusa to Seal Beach.	Within the project footprint and passing under the track alignment. The trail passes underneath the railway near Slauson Ave. During construction, a temporary construction easement and staging area would be located on the trail. Temporary utility relocation work also overlaps with the trail alignment.	Los Angeles County Department of Parks and Recreation
San Gabriel River Bike Path Figure 3.15-1, Sheet 3 and Sheet 4, Identification Number: 9	Size: 30.2-mile-long bike path Features: Classified as a Class I bike path. A dedicated path for bicycling, equestrian use, walking, running, and skateboarding uses.	The bike path is adjacent to the San Gabriel River Trail along the San Gabriel River and stretches from San Gabriel Canyon Rd in Azusa to the access into El Dorado Park in Long Beach.	Within the project footprint and passing under the track alignment. The trail passes underneath the railway near Slauson Ave. During construction, a temporary construction easement and staging area would be located on the trail. Temporary utility relocation work also overlaps with the trail alignment.	Los Angeles County Department of Public Works

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Thomas B. Moffitt Elementary Figure 3.15-1, Sheet 4, Identification Number: 10	Size: Approximately 8 acres Features: A children's play area, basketball courts, and a play field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	13323 S Goller Ave, Norwalk, CA 90650	2,440 feet	Norwalk-La Mirada Unified School District
John Zimmerman Park Figure 3.15-1, Sheet 4 and Sheet 5, Identification Number: 11	Size: Approximately 9.2 acres Features: Baseball fields, children's play area, a kiosk, and seating areas	13031 Shoemaker Ave, Norwalk, CA 90650	130 feet	City of Norwalk
John H. Glenn High School Figure 3.15-1, Sheet 4 and Sheet 5, Identification Number: 12	Size: Approximately 38 acres Features: Tennis courts, track, baseball fields, football field, basketball courts, and a soccer field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	13520 Shoemaker Ave, Norwalk, CA 90650	141 feet	Norwalk-La Mirada Unified School District
Coyote Creek North Fork Bikeway Figure 3.15-1, Sheet 4 and Sheet 5, Identification Number: 13	Size: Approximately 3 miles long Features: Classified as a Class I bike path. A dedicated path for bicycling, walking, running, and skateboarding uses The Coyote Creek North Fork Bikeway joins the Coyote Creek Main Branch Bikeway that continues south to connect to Cerritos Regional County Park with athletic facilities, which is outside of the project footprint.	Along La Canada Verde Creek from Artesia Blvd/Marquardt Ave in Cerritos to Foster Rd/Marquardt Ave in Santa Fe Springs	Within the project footprint and passing under the track alignment. The bikeway passes underneath the existing railway north of Rosecrans Ave and would be within a temporary construction easement and grading.	Los Angeles County Department of Public Works

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Neff Park Figure 3.15-1, Sheet 5, Identification Number: 14	Size: Approximately 10 acres Features: A gazebo, basketball courts, tennis courts, horseshoe pits, a playground, and picnic areas.	14300 San Cristobal Dr, La Mirada, CA 90638	500 feet	City of La Mirada
La Mirada Adult School (Cerritos College La Mirada Campus) Figure 3.15-1, Sheet 5, Identification Number: 15	Size: Approximately 9 acres Features: Playing field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	15920 Barbata Rd, La Mirada, CA 90638	708 feet	Norwalk-La Mirada Unified School District
Coyote Creek Main Branch Bikeway Extension (planned) Figure 3.15-1, Sheet 5, Identification Number: 16	Size: Segments of the approximately 2.7-mile-long bikeway Features: Classified as a Class I bike path. A dedicated path for bicycling, walking, running, and skateboarding uses The 2.7-mile planned bikeway extension joins the existing bikeway, which is connected to the 66-mile-long OC Loop. This planned segment of the path is proposed to close the gap from La Mirada Blvd to the Seal Beach Terminus to Coyote Creek North Fork. Completion of final design is anticipated in late 2025.	Along Coyote Creek from Knott Ave to La Mirada Blvd in Buena Park	Within the project footprint and passing under the track alignment. The bikeway would pass underneath the railway south of Stage Rd. A temporary construction easement would be located along the bikeway.	Orange County
Smith-Murphy Park Figure 3.15-1, Sheet 5, Identification Number: 17	Size: Approximately 6.9 acres Features: Children's play area, picnic area with barbecues, handball court, restrooms	5290 Cameron Dr, Buena Park, CA 90621	1,740 feet	City of Buena Park

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Brea Creek Bastanchury Corridor (planned) Figure 3.15-1, Sheet 5 and Sheet 6, Identification Number: 18	Size: Approximately 12.5 miles Planned Features: To include portions classified as a Class I bike path with additional stretches in Class II and III The project is currently in the planning phase (as of January 2025).	Along Brea Creek from east to west and would run south along Dale St, west along Artesia Blvd, and north along Stanton Ave to rejoin Brea Creek The existing Class I portion Bikeway is outside the RSA.	Within the project footprint and would pass under the track alignment (and through a temporary construction easement) near Dale St for approximately 350 feet. The path would also be within a temporary construction easement on the southwest corner of Dr Sam Wy.	Owned and operated by the Orange County Department of Public Works (along Brea Creek), owned and operated by City of Buena Park (along Dale St, Artesia Blvd, and Stanton Ave). Other portions in Brea and Placentia and unincorporated Orange County.
Adlena Park Figure 3.15-1, Sheet 5 and Sheet 6, Identification Number: 19	Size: Approximately 1.9 acres Features: A softball field, basketball courts, children's play area, a spray pool, picnic tables, a lighted baseball field, and barbeques	300 N Adlena Dr, Fullerton, CA 92833	600 feet	City of Fullerton
Fullerton Pooch Park Figure 3.15-1, Sheet 5 and Sheet 6, Identification Number: 20	Size: Approximately 3.0 acres Features: Separate areas for small and large dogs, a wood chip area, and benches	201 S Basque Ave, Fullerton, CA 92833	165 feet	City of Fullerton
Pacific Drive Park Figure 3.15-1, Sheet 5 and Sheet 6, Identification Number: 21	Size: Approximately 1.5 acres Features: A children's play area, and basketball courts	222 Pacific Dr, Fullerton, CA 92833	530 feet	City of Fullerton

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Pacific Drive Elementary School Figure 3.15-1, Sheet 5 and Sheet 6, Identification Number: 22	Size: Approximately 8.1 acres Features: A children's playing field and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	1501 W Valencia Dr, Fullerton, CA 92833	288 feet	Fullerton School District
Janet Evans Swim Complex Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 23	Size: Approximately 1.8 acres The swim complex is in Fullerton and includes two outdoor pools and locker rooms. Activities include swimming lessons and organized sports.	801 W Valencia Dr, Fullerton, CA 92832	Adjacent to the project footprint. Grading is designated to occur directly adjacent to the swim complex to the north.	City of Fullerton
Independence Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 24	Size: Approximately 10 acres Features: Indoor racquetball court facilities that can be rented by the hour, outdoor handball courts, a children's play area, picnic tables, an indoor gymnasium, an outdoor skate park that is maintained and monitored by volunteers, and the Janet Evans Swim Complex, which consists of two outdoor pools and locker rooms.	801 W Valencia Dr, Fullerton, CA 92832	Adjacent to the project footprint. Grading would occur directly adjacent to the park to the north.	City of Fullerton

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Union Pacific Trail Phase II (under construction) Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 25	Size: Approximately 0.5 mile long Planned features: Classified as a Class I bike path. Walking, bicycling, and running. Project is currently under construction. Construction began in July 2025.	The trail is proposed along the Union Pacific Railroad–owned rail corridor in Fullerton. The path would connect to Independence Park from Highland Ave to the existing Union Pacific Railroad Right-of-Way Multipurpose Path to the east.	Within the project footprint. West of Richmond Ave, the trail would run west along the existing railway alignment on the southern side of the tracks for approximately 0.25 mile. Upon completion of construction activities, a portion of the trail would be within the project footprint. Moving east approximately 0.25 mile, the trail would be located from Richmond Ave to Harbor Blvd and be as close as 115 feet to utility relocation.	City of Fullerton
Ford Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 26	Size: 3.16 acres Features: Barbecues, baseball field, soccer field, picnic shelter, and children's playground	435 W Wilshire Ave, Fullerton, CA 92832	1,365 feet	City of Fullerton
Amerige Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 27	Size: Approximately 7.9 acres Features: A 250-seat lighted baseball field, which is also used as a soccer field.	300 W Commonwealth Ave, Fullerton, CA 92832	50 feet	City of Fullerton
Richman Elementary School Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 28	Size: Approximately 2.21 acres Features: Basketball courts and a soccer field. This school provides public access to its recreational facilities during nonschool hours (after 5:00 p.m.).	700 S Richman Ave, Fullerton, CA 92832	1,029 feet	Fullerton School District
Richman Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 29	Size: 2.21 acres Features: Baseball field, soccer field, picnic shelter, and children's playground	711 S Highland Ave, Fullerton, CA 92832	1,240 feet	City of Fullerton

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Union Pacific Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 30	Size: 1.7 acres Features: Barbecues, basketball court, picnic tables, children's playground This park is currently closed (as of July 2025) and undergoing a renovation project.	121 W Truslow Ave, Fullerton, CA 92832	160 feet	City of Fullerton
Union Pacific Railroad Right-of-Way Multipurpose Path Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 31	Size: Approximately 0.24 mile long Features: Classified as a multipurpose path. Paved path for walking, running, and can accommodate bicyclists.	The existing path is along the Union Pacific Railroad–owned rail corridor in Fullerton. The path runs east to west from Harbor Blvd to Highland Ave.	130 feet	City of Fullerton
Fullerton Union High School Figure 3.15 1, Sheet 6 and Sheet 7, Identification Number: 32	Size: Approximately 24 acres Features: Baseball field, track, tennis courts, gymnasium, aquatic center, basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	201 E Chapman Ave, Fullerton, CA 92832	1,782 feet	Fullerton Joint Union High School District
Plaza Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 33	Size: 0.6 acre Features: Mural, picnic tables, playground, and shaded seating	144 E Wilshire Ave, Fullerton, CA 92832	1,210 feet	City of Fullerton
Maple Elementary School Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 34	Size: Approximately 3.0 acres Features: A children's play area, handball courts, and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	244 E Valencia Dr, Fullerton, CA 92832	750 feet	Fullerton School District

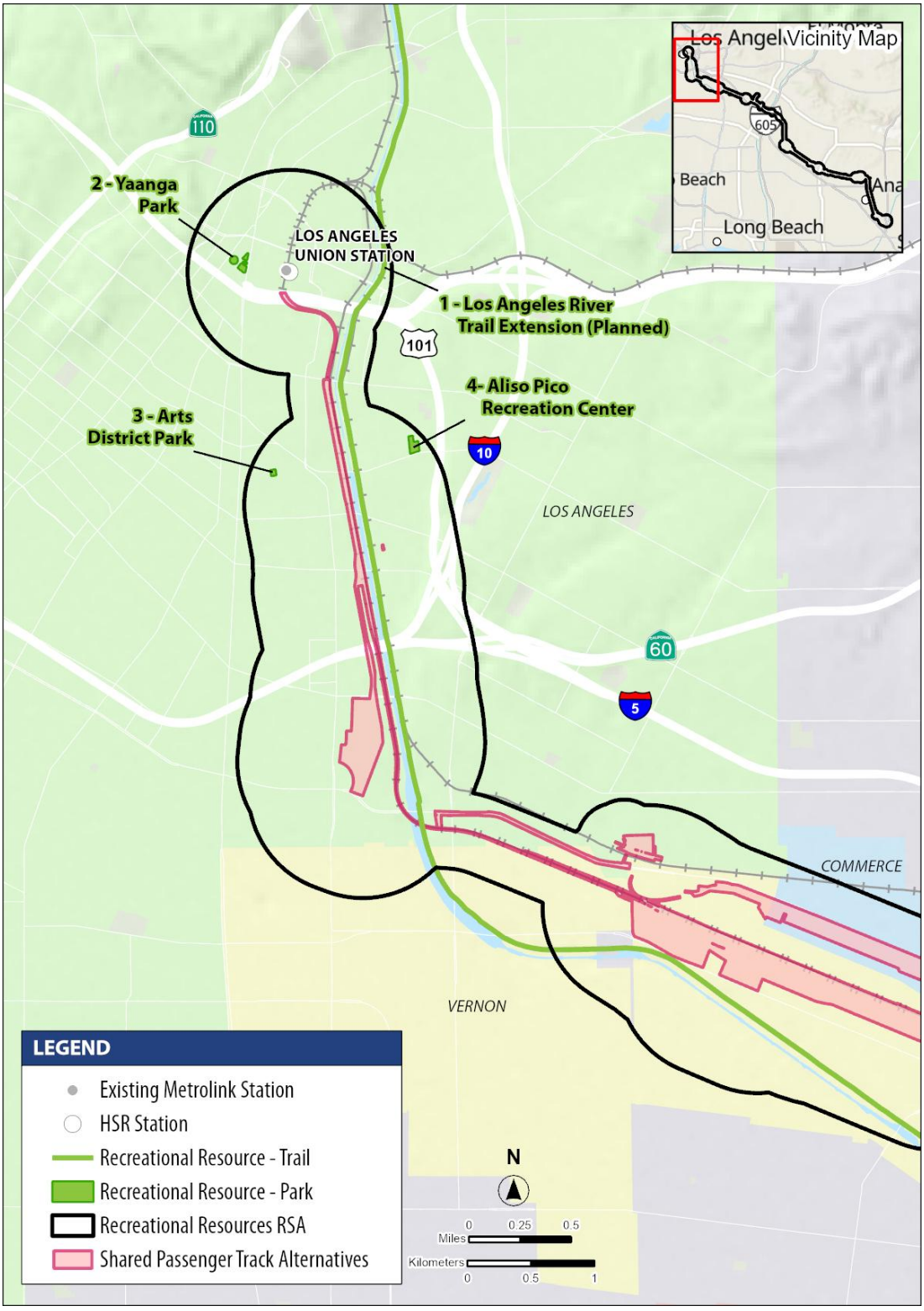
Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Lemon Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 35	Size: 5.09 acres Features: Activity building, barbecues, baseball field, basketball, picnic shelter and tables, playground, and spray pool	701 S Lemon St, Fullerton, CA 92832	1,360 feet	City of Fullerton
Truslow Park Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 36	Size: 0.13 acre Features: Play area for children, barbecues, and picnic tables	401 E Truslow Ave, Fullerton, CA 92832	210 feet	City of Fullerton
Citrus Park Figure 3.15-1, Sheet 7, Identification Number: 37	Size: Approximately 2.6 acres Features: A parking lot, children's play area, barbeques, gazebo, basketball courts, and volleyball court	104 S Atchison St, Anaheim, CA 92805	Adjacent to the project footprint	City of Anaheim
Colony Park Figure 3.15-1, Sheet 7, Identification Number: 38	Size: Approximately 1.0 acre Features: Children's play area, picnic tables, and a water feature	501 E Water St, Anaheim, CA 92805	475 feet	City of Anaheim
Thomas Jefferson Elementary School Figure 3.15-1, Sheet 7, Identification Number: 39	Size: Approximately 5.4 acres Features: A children's play area, basketball courts, and an open field used for softball and soccer. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	504 E South St, Anaheim, CA 92805	605 feet	Anaheim Elementary School District

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Olive Street Elementary School Figure 3.15-1, Sheet 7, Identification Number: 40	Size: Approximately 7.3 acres Features: Basketball courts, handball courts, tetherball courts, children's play area, and a small softball field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	890 S Olive St, Anaheim, CA 92805	590 feet	Anaheim Elementary School District
Magnolia Park Figure 3.15-1, Sheet 7, Identification Number: 41	Size: Approximately 0.8 acre Features: A children's play area, group picnic shelter, benches, and walking path	1515 Wright Circle, Anaheim, CA 92805	645 feet	City of Anaheim
Santa Ana River Trail and Parkway Figure 3.15-1, Sheet 7, Identification Number: 42	Size: Approximately 100 miles long Features: Classified as a Class I bike path. Hiking, bicycling, walking, running, rock climbing, horseback riding, and organized team and individual sports.	The trail is along the Santa Ana River from Prado Dam in Riverside County and the Pacific Ocean in Huntington Beach.	Adjacent to the project footprint. The Santa Ana River Trail and Parkway would be adjacent to ARTIC.	Orange County Parks

Sources: City of Anaheim 2015, 2020; City of Buena Park n.d., 2022; City of Commerce n.d.; City of Fullerton n.d.(a), n.d.(b), n.d.(c); City of La Mirada 2017; City of Montebello 2024b; City of Norwalk Coyote Creek Working Group 2008; City of Pico Rivera 2014; City of Santa Fe Springs 2022; County of Los Angeles 2006, 2012, 2015a, 2015b, 2025c; County of Los Angeles and Los Angeles County Public Works 2022; Metro 2023; OCTA 2012, 2023; Orange County Public Works 2017; Richman Elementary School pers. comm.

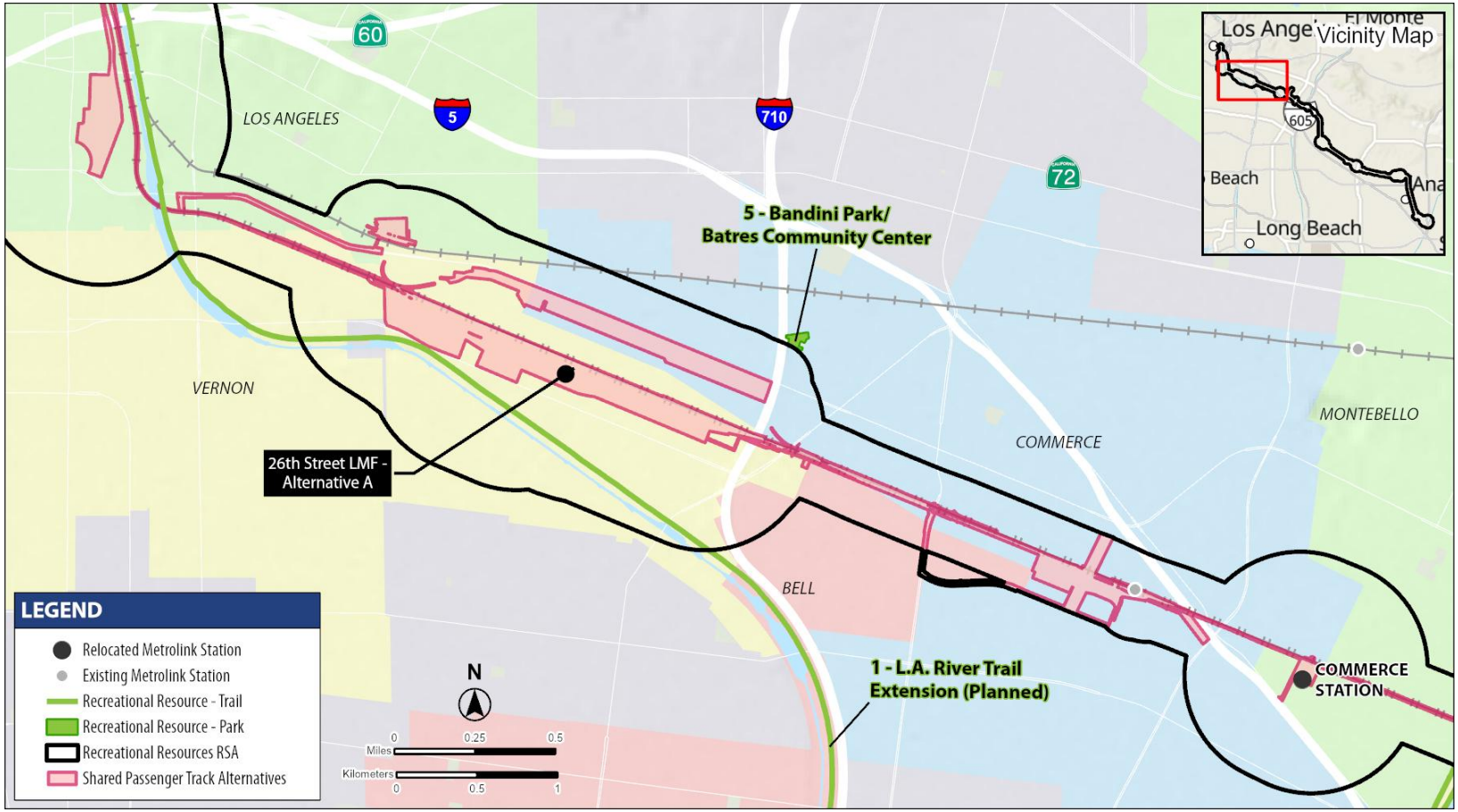
[1] Certain school features include the availability of recreational facilities for public rental during noninstructional hours, subject to scheduling, payment, and approval by both the school and the district.

ARTIC = Anaheim Regional Transportation Intermodal Center; EIR = environmental impact report; Metro = Los Angeles County Metropolitan Transportation Authority; RSA = resource study area



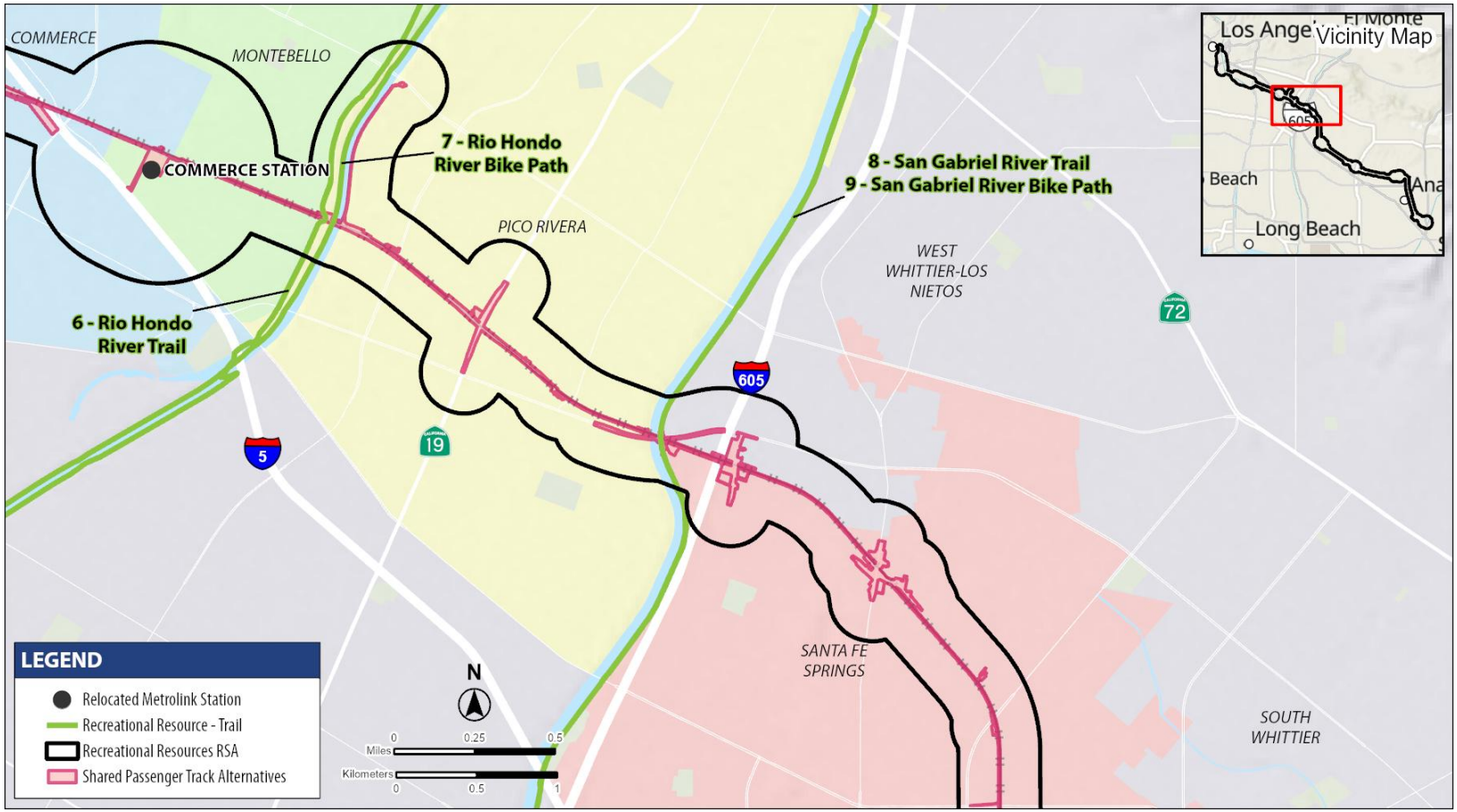
Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 1 of 7



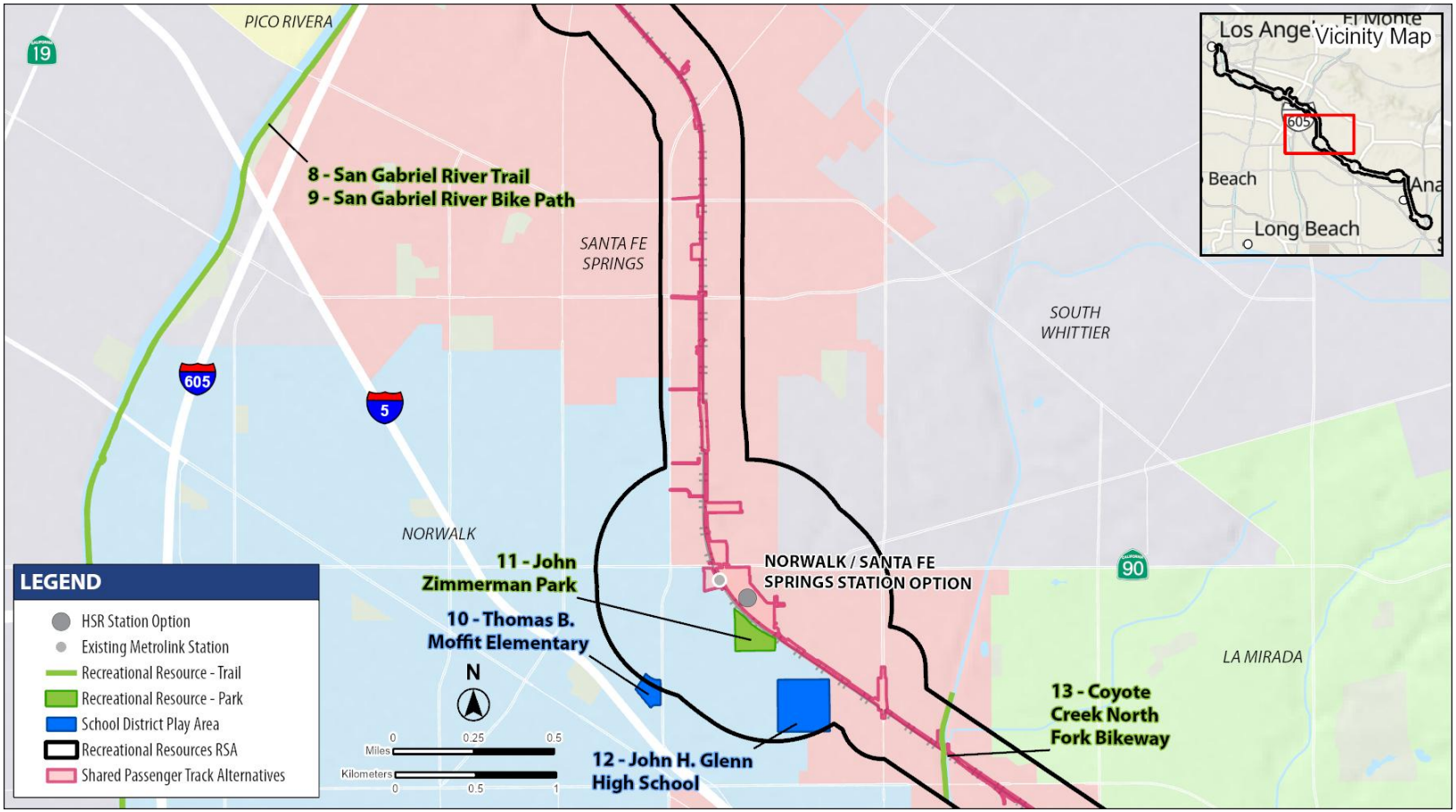
Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 2 of 7



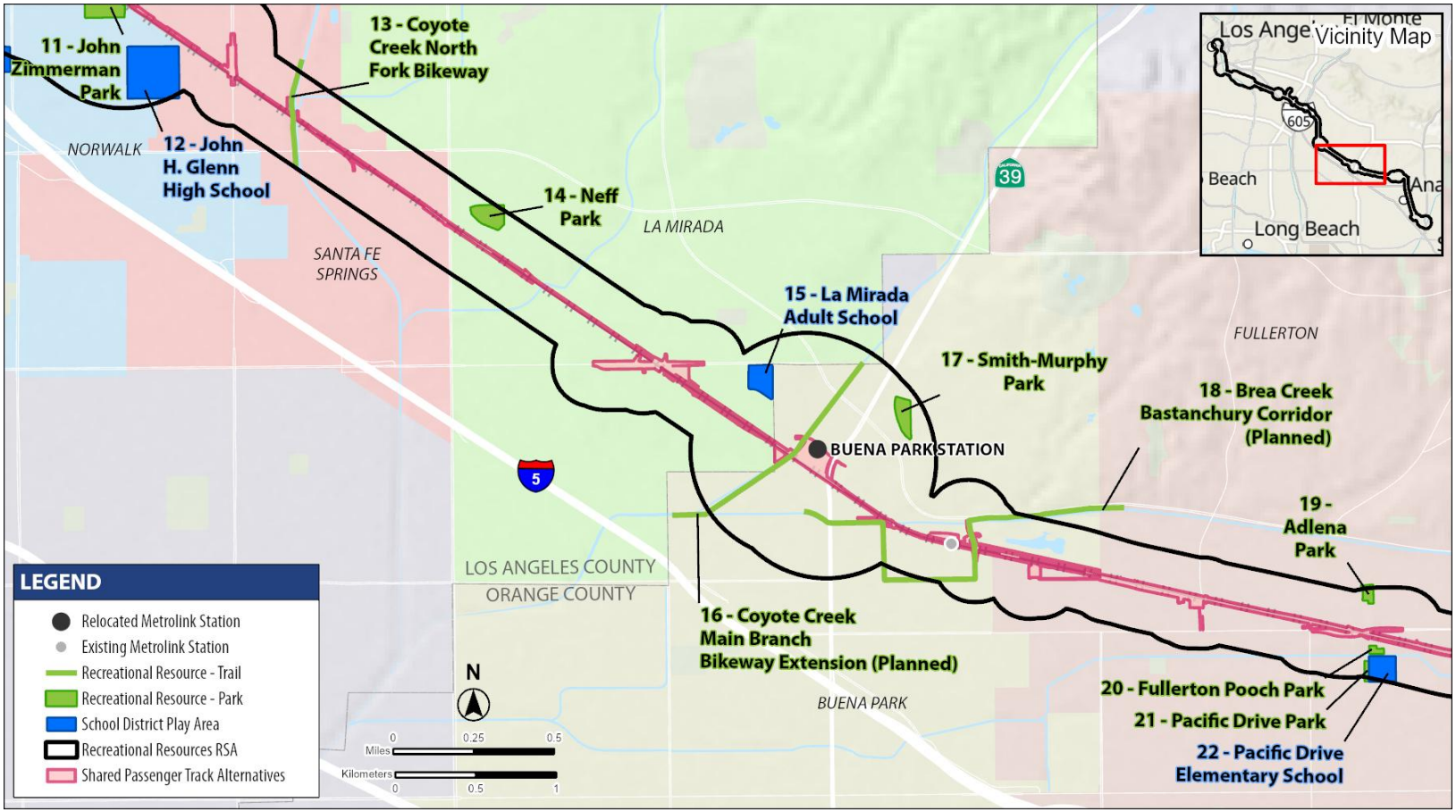
Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 3 of 7



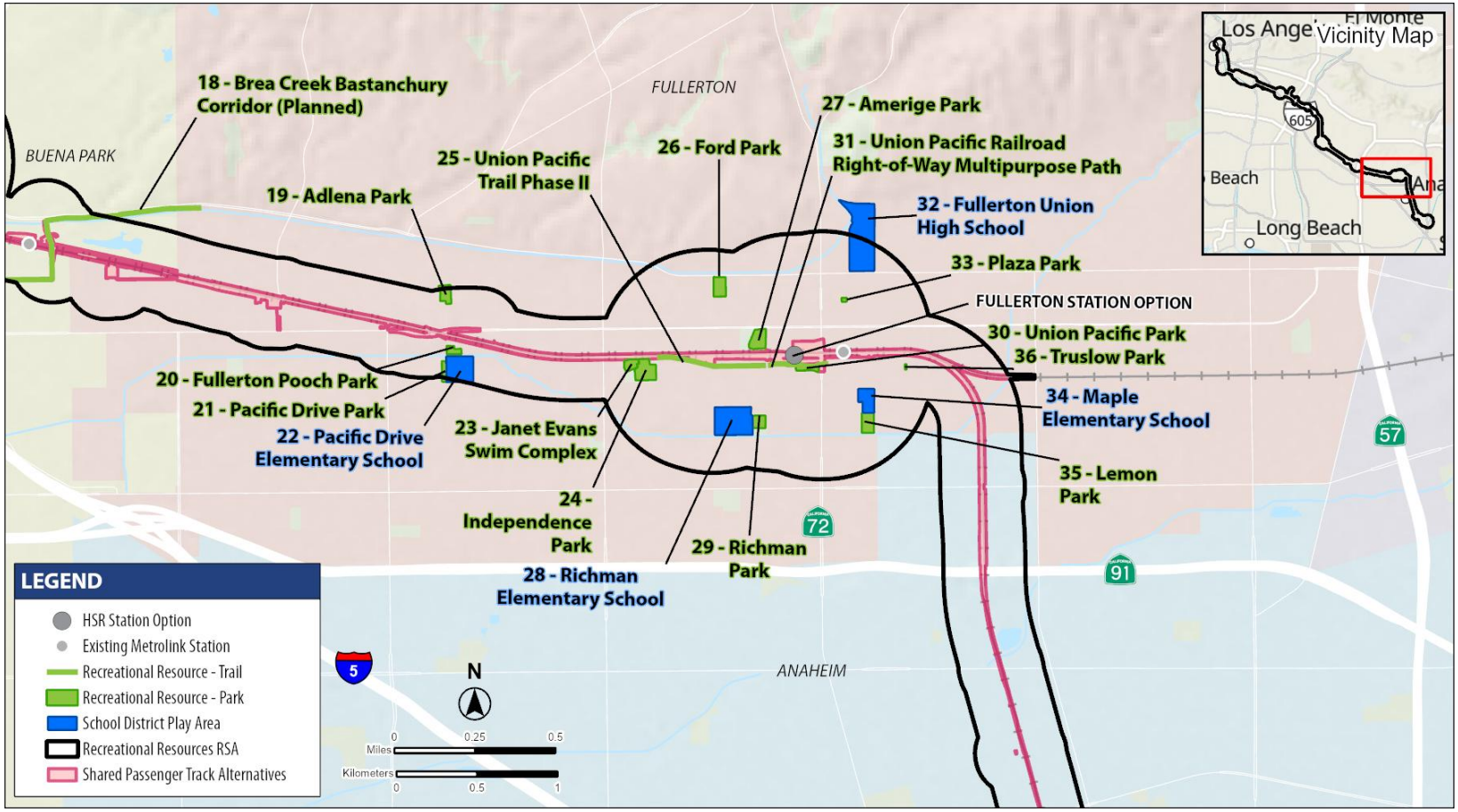
Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 4 of 7



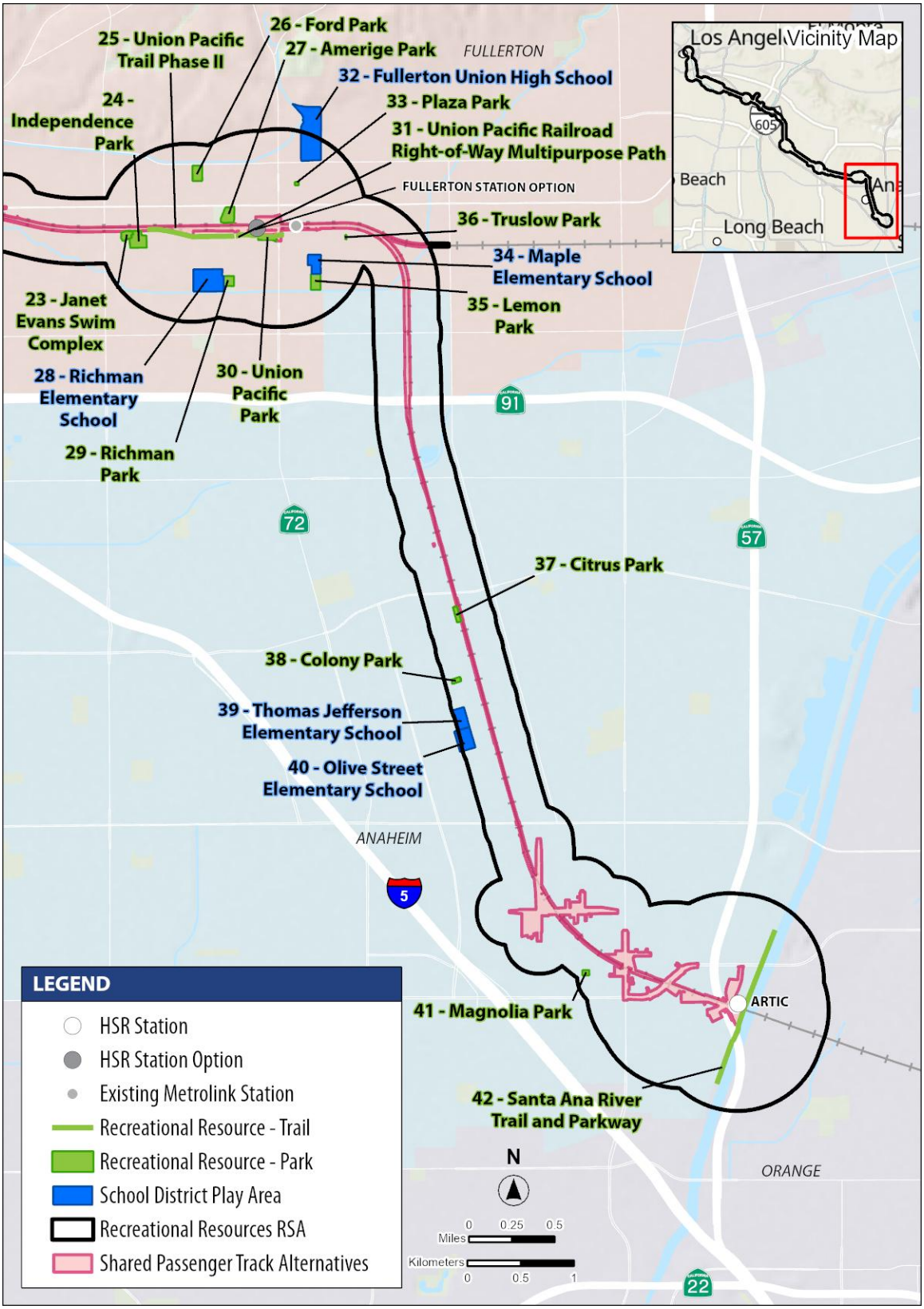
Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 5 of 7



Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 6 of 7



Source: County of Los Angeles 2023a, 2023b; ESRI 2022

Figure 3.15-1 Recreational Resources, Sheet 7 of 7

3.15.6 Environmental Consequences

3.15.6.1 Overview

This section discusses the potential impacts on parks, recreation, and open space from construction and operation of the project alternatives and station options. Each resource category addresses potential impacts from the No Project Alternative and the Shared Passenger Track Alternatives. For this resource topic, any differences in the impacts for the alternatives and HSR station options are described in the analysis.

The project design includes several features (IAMFs) to allow continued use of the facilities with minimal disruption from HSR construction and operation. For instance, the Authority will locate and design project components and station features to maintain safe and convenient access to and use of parks, recreational facilities, and open space during construction and operation (**PK-IAMF#1**). The project features also reduce fugitive dust (**AQ-IAMF#1**) with a fugitive dust control plan during construction. Additionally, project features would minimize visual impacts and follow aesthetic guidelines (**AVQ-IAMF#1**) and document these guidelines (**AVQ-IAMF#2**) prior to construction.

The IAMFs differ from mitigation measures in that they are part of the project. In addition, mitigation measures described in Section 3.15.7, Mitigation Measures, may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA.

The impacts of the Shared Passenger Track Alternatives are described and organized as follows.

Construction Impacts

- Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources
- Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources
- Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources
- Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources
- Impact PR-5: Permanent Easements or Acquisitions of Property from Parks and Recreation Due to Construction

Operational Impacts

- Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use
- Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use
- Impact PR-8: Deterioration of Recreational Resources from Increased Use

3.15.6.2 No Project Alternative

Under the No Project Alternative, recent development trends are anticipated to continue, leading to ongoing impacts on parks, recreation, and open space resources. Although there would be minor increases in population in Orange County, these increases would not result in indirect effects associated with greater use of parks, recreation, and open space resources. Planned recreational resource developments would help to relieve the strain on existing facilities and minimize impacts on parks, recreation, and open space resources. In addition, related county and city ordinances contain provisions for funding, acquiring, and maintaining public parks and recreation facilities adequate to meet the needs of future planned growth.

3.15.6.3 Project Impacts

Construction and operation of the Shared Passenger Track Alternatives could result in temporary and permanent impacts related to parks, recreation, and open space resources.

Construction of the Shared Passenger Track Alternatives, which includes early action projects, would involve demolition of existing structures, clearing, and grubbing; reduction of permeable surface area; handling, storage, hauling, excavation, and placement of fill; possible pile driving; construction of aerial structures and bridges; road and parking lot modifications; utility upgrades and relocations; and installation of power poles, HSR electrical systems, and railbeds.

Operation of the Shared Passenger Track Alternatives would include the operation of trains and inspection and maintenance along the track, at LMFs, and railroad right-of-way, as well as on the structures, fencing, power system, train control, electric interconnection facilities, and communications. Construction and operations and maintenance are described in Chapter 2, Alternatives.

The following sections separately describe each construction and operational impact for the Shared Passenger Track Alternatives.

Construction Impacts

Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources

Shared Passenger Track Alternative A

Noise and vibration would be generated from a variety of activities during construction of the project. As described in Section 3.4, construction of the project would involve demolition of existing structures; clearing and grubbing; reduction of permeable surface area; handling, storing, hauling, excavating, and placing fill; possible pile driving; construction of aerial structures and bridges; road modifications; utility upgrades and relocations; and installation of power poles, HSR electrical systems, and railbeds. Construction of the project would require the use of mechanical equipment, including hand-held pneumatic tools, scrapers, bulldozers, dump trucks, and tie and rail handling equipment that could generate temporary increases in noise for various durations at any given location, depending on the construction activity. A complete list of the construction equipment that may be used for each phase and sub-phase of construction is provided in Appendix I, High-Speed Rail Corridor Construction Equipment List by Construction Phase, of the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025). Most construction would occur 5 days a week between the hours of 7:00 a.m. and 7:00 p.m. However, some construction activities may be conducted at night. As presented in Table 3.15-3, noise-sensitive receivers at distances of up to 645 feet from a construction zone may be exposed to noise levels exceeding the FRA criteria for daytime hours.

Also during construction, some activities may cause groundborne vibration, most notably pile driving for structural foundations, vibro-compaction for ground improvements, drilling for bored pile viaduct foundations, and excavation for trenching. If generated in high enough concentrations, noise and vibration could result in nuisance impacts that could disrupt recreational activity and user experience at these recreational resources. Table 3.15-4 provides the approximate distances within which construction-related vibration could result in human annoyance or interference, indicating that such effects may occur up to 230 feet from the activity for Category 3 land uses, including recreational resources with sensitive receptors.

The following recreational resources exceed the applicable noise and vibration estimated impact distances; therefore, no noise and vibration impacts are expected: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, and Thomas B. Moffitt Elementary School (Table 3.15-5). Furthermore, no sensitive structures or buildings have been identified at any of the recreational resources listed above, and construction-period noise and vibration impacts on these resources are not discussed further.

Based on the use categories defined by FTA (FTA 2018), noise-sensitive uses have been identified at the following recreational facilities: John H. Glenn High School, Olive Street Elementary School, Pacific Drive Elementary School, Thomas Jefferson Elementary School, Neff Park, Independence Park, and Magnolia Park.

Construction of the project comprises eight major construction phases with a number of sub-phases that make up the construction schedule. These eight construction phases include at-grade rail construction, direct fixation rail installation for aerial and tunnel structures, trench construction, elevated structure construction, grade-separation roadway improvements, water crossings, system sites, and station construction. Refer to Table 3.15-3 that presents the complete list of construction activities, and refer to the descriptions below that specify the construction activities from that list that are anticipated to potentially occur near recreational resources for daytime work.

- **At-grade construction:** At-grade rail construction is anticipated to occur for 36 months over the course of the project. For general construction between First Street in Los Angeles and ARTIC, activities during this phase would include utility relocation and new track ballast installation. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this phase of construction would range from 83 dBA to 87 dBA L_{eq} at a distance of 50 feet from the construction site. Depending on the activity, recreational resources containing sensitive receivers within 69 to 106 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- **System site construction:** System sites include a traction power substation (TPSS), traction power paralleling stations, traction power switching stations, and communication towers. At these sites, construction is anticipated to occur for periods of 16 months, 16 to 22 months, 6 months, and 6 to 8 months, respectively. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during the noisiest phase of construction would be 95 dBA L_{eq} at a distance of 50 feet from the construction site. Based on this level, recreational resources containing sensitive receivers within 288 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- **Water crossings (level 1):** This level of activity applies to water crossings at Coyote Creek, Carbon Creek, and the Los Angeles River (Redondo Junction). Level 1 project construction is anticipated to occur for a period of 4 to 6 months. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the highest composite noise level during this activity would be 87 dBA L_{eq} at a distance of 50 feet from the construction site. Based on this level, recreational resources containing sensitive receivers within 117 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- **Water crossings (level 2):** This level of activity applies to the water crossing at the San Gabriel River. At this location, project construction is anticipated to occur for a period of 20 months. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this activity would be 102 dBA L_{eq} at a distance of 50 feet from the construction site. Based on this level, recreational resources containing sensitive receivers within 637 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- **Water crossings (level 3):** This level of activity applies to water crossings at the Rio Hondo Spreading Grounds, the Rio Hondo, North Fork Coyote Creek, La Mirada Creek, and La Brea Creek. At this location, construction is anticipated to occur for a period of 12 to 15 months. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this activity would be 87 dBA L_{eq} at a distance of 50 feet from the construction site. Based on this level, recreational resources

containing sensitive receivers within 117 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.

- **Station construction (ARTIC):** Construction is anticipated to occur over a period of 36 months at ARTIC. Activities during this construction phase would include architectural coatings, station and parking structure construction, demolition, grading, paving, and site preparation. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this phase of construction would range from 95 dBA to 96 dBA L_{eq} at a distance of 50 feet from the construction site. Depending on the activity, recreational resources containing sensitive receivers within 280 to 321 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- **Grade-separation roadway improvements (level 4 – heavy work required):** This level of activity applies to grade separations at State College Boulevard, which is considered an early action project. At this location, construction is anticipated to occur for periods of 18 to 36 months for the project. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this activity would be 97 dBA L_{eq} at a distance of 50 feet from the construction site. Based on this level, recreational resources containing sensitive receivers within 355 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours.
- Groundborne vibration is anticipated to occur during all construction activities. Depending on the construction activity and equipment used in the vicinity, groundborne vibration levels could exceed the Category 3 institutional land uses impact threshold for annoyance of 75 vibration decibels (VdB) as far as 230 feet from the resource.

If the impact of noise and vibration from construction-related activities is severe enough, use of the resource could be diminished or prevented. Refer to Section 3.15.4.3 for a definition of the magnitude of impacts per FTA and FRA guidance. The following resources are within the 645-foot estimated noise impact threshold and the 230-foot estimated vibration impact distance applicable to Category 3 land uses for Shared Passenger Track Alternative A. The discussion below describes construction-period noise and vibration impacts anticipated at each recreational facility within the RSA.

- **Los Angeles River Trail Extension (Planned):** The Los Angeles River Trail Extension is a planned active recreational facility that will be 10 miles long and is designated as a Class I planned bike path. The northern portion of the trail would run parallel to the project footprint for approximately 2.5 miles, maintaining a distance of approximately 260 feet, until it would pass under the project alignment between E Washington Boulevard and E 26th Street. From there, the trail would move away from the project footprint until it reaches Downey Road. From Downey Road, a portion of the trail would be as close as approximately 110 feet to the project footprint. The trail would account for a total distance of 3.0 miles under Shared Passenger Track Alternative A. If the path is built prior to construction of the project section, construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** Portions of the trail would be as close as approximately 110 feet to construction activity such as earthwork, materials movement, construction of the LMF, and relocation of transmission lines. At-grade rail construction is anticipated to occur for 36 months. Grading would also occur within 270 to 0 feet of this resource. Because of the proximity of construction activities occurring near the resource, users may be subject to construction-period noise and vibration that could exceed 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-period noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Los Angeles River Trail Extension is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during

construction and they would not have the potential to interfere with or diminish use of the facility.

- **System site construction:** Construction is anticipated to occur for a period of 16 months. This work would include construction of a TPSS along Washington Boulevard approximately 430 feet from the trail. Construction activities in the vicinity include demolition, site preparation, grading, building, and paving. Because of the distance of construction activities being 430 feet away from the resource, users of the trail would not be exposed to noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. Therefore, no substantial construction-related noise or vibration impacts are anticipated during this phase and they would not have the potential to interfere with or diminish use of the facility.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The Coyote Creek Main Branch Bikeway Extension is a Class I planned bike path that would be approximately 2.7 miles long. The path would be used primarily for active recreation such as bicycling, running, and walking. The bike path would pass directly beneath the proposed alignment for approximately 100 feet, and under a temporary construction easement for approximately 75 feet. If the path is built prior to construction of the project section, construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities include grading, utility relocation, and new track ballast installation, which would occur within the resource because it would pass directly underneath the footprint and a temporary construction easement. Because of the proximity of the resource from construction activities, users would be subject to construction-period noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Coyote Creek Main Branch Bikeway Extension is a planned facility in an urbanized area and it is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **Brea Creek Bastanchury Corridor (Planned):** The Brea Creek Bastanchury Corridor is a planned multiple-class bike path that would be approximately 12.5 miles long. The bike path would be used primarily for active recreation such as bicycling, running, and walking. A portion of the planned bike path is within the project footprint, and it would pass under the project alignment and new bridge access structures along Dale Street for approximately 350 feet, which would be within a temporary construction easement. The path would also be within a temporary construction easement on the southwestern corner of Dr Sam Way.

  The scope of HSR construction work would be minor (810 feet/1.2 percent of the resource of the bike path length). Work would occur above the resource to meet the clearance requirements of the widened rail bridge; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. The profile of Dale Street would be depressed approximately 2 to 3 feet to provide the necessary vertical clearance. The depression would result in a smoother vertical profile. Conditions beneath the bridge, to include the planned Brea Creek Bastanchury Corridor bike trail and Dale Street, would be replaced in kind.

  If the path is built prior to construction of the project section, construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Grading activities, utility relocation, and new track ballast installation would

occur within this active resource because it would pass directly underneath the footprint and within temporary construction easements. Because of the proximity of the resource from construction activities, users would be subject to construction-period noise that would exceed 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Brea Creek Bastanchury Corridor is a planned facility in an urbanized area and is not classified as a sensitive resource, no substantial noise or vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

  - **Water crossings (level 3):** At this location, project construction would occur over a period of 12 to 15 months and include construction activities such as excavation and bridge construction. Water crossing work is anticipated to be in the general vicinity of Brea Creek, which is adjacent to the planned Brea Creek Bastanchury Corridor. Given the presence of construction activities in the immediate vicinity of the resource and the location of the planned bike path passing directly beneath the project alignment, users of the bike path would be subject to construction-period noise that would be greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. Users of the bike path would experience perceptible construction noise and vibration, particularly when passing underneath the project alignment or when traveling along the easement areas. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Brea Creek Bastanchury Corridor is a planned facility in an urbanized area and it is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

- **Rio Hondo River Trail:** The Rio Hondo River Trail is a multiuse trail for biking, walking, running, dog walking, and equestrian use that is approximately 16 miles long. The trail would pass directly beneath the proposed alignment for approximately 100 feet. A temporary construction staging area would be located on the trail as it approaches the bridge from the north. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Grading, utility relocation, and new track ballast installation would occur within this resource because the trail would pass directly under the alignment. Trail users would be exposed to construction-period noise and vibration impacts, particularly because of grading and use of a construction staging area along the trail that would expose users to noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Rio Hondo River Trail is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

  - **Water crossings (level 3):** At this location, construction is anticipated to occur for a period of 12 to 15 months. This level of activity applies to water crossings in the vicinity of the Rio Hondo and spreading grounds, both adjacent to the Rio Hondo River Trail. Construction activities include excavation and bridge construction. Users of the Rio Hondo River Trail would experience perceptible construction noise and vibration, particularly as they pass under the alignment or along the staging area. Pile driving is also anticipated to occur during construction at the Rio Hondo water crossings and would expose users to noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal,

because users would traverse the affected area quickly. Furthermore, because the Rio Hondo River Trail is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **Rio Hondo River Bike Path:** The Rio Hondo River Bike Path is a Class I bike path that is approximately 17.5 miles long and is primarily used for bicycling and walking. The bike path would be within the project footprint and pass directly under the alignment for approximately 100 feet. A temporary construction easement would be located on the path as it approaches the bridge from the north. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Grading, utility relocation, and new track ballast installation would occur within this resource because the path would pass directly under the alignment. Therefore, path users would be exposed to construction-period noise and vibration impacts, particularly because of grading and use of a construction staging area that would be within a temporary construction easement along the path. Because of the proximity of construction activities to the resource, users would be exposed to noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Rio Hondo River Bike Path is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.
  - **Water crossings (level 3):** At this location, construction is anticipated to occur for a period of 12 to 15 months and would include construction activities such as excavation and bridge construction. This level of activity applies to water crossings in the vicinity of the Rio Hondo and spreading grounds, both adjacent to the Rio Hondo River Bike Path. Given the proximity of construction activities adjacent to the path, users of the bike path would be subject to construction-period noise greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Rio Hondo River Bike Path is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.
- **San Gabriel River Trail:** The San Gabriel River Trail is an unpaved multiuse trail that is approximately 35 miles long and is used for bicycling, equestrian use, walking, and running. The trail would pass under the alignment for approximately 100 feet along the eastern side of the river. A temporary easement and staging area would be located on the trail. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Grading, utility relocation, and new track ballast installation would occur within this resource and a temporary construction easement and staging area would be located on the trail. Given the proximity of construction activities and the presence of a construction staging area within the boundaries of the trail, trail users would be exposed to construction-period noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the San Gabriel River Trail is not classified as a sensitive resource, no substantial noise and

vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

  - **Water crossings (level 2):** At this location, construction is anticipated to occur for a period of 20 months. Water crossing work is anticipated to be in the vicinity of the San Gabriel River adjacent to the San Gabriel River Trail. Construction activities such as bridge widening and excavation are anticipated to occur at the San Gabriel River water crossing. Given the proximity of construction activities near the trail and because the trail passes underneath the alignment, trail users would be exposed to construction-period noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the San Gabriel River Trail is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **San Gabriel River Bike Path:** The San Gabriel River Bike Path is a Class I bike path that is approximately 30.2 miles long and is used for bicycling, equestrian use, walking, running, and skateboarding. The bike path would be in the footprint because it would pass under the alignment for approximately 100 feet along the eastern side of the river. A temporary construction easement and staging area would be located on the bike path. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Activities during this phase would include utility relocation, new track ballast installation, and grading occurring within this resource because the path passes under the alignment and through a temporary construction easement and staging area. Given the proximity of construction activities and the presence of a construction staging area within the boundaries of the trail, trail users would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and vibration levels greater than 75 VdB, particularly during grading and other construction activities occurring in the immediate area. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the San Gabriel River Bike Path is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

  - **Water crossings (level 2):** At this location, construction is anticipated to occur for a period of 20 months. Water crossing work is anticipated to occur in the vicinity of the San Gabriel River adjacent to the San Gabriel River Bike Path. Construction activities such as bridge widening and excavation would occur in the vicinity of the resource and as the path passes under the alignment. As such, users of the path would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and vibration levels greater than 75 VdB, particularly during bridge widening and other activities occurring in the immediate area. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the San Gabriel River Bike Path is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **John Zimmerman Park:** John Zimmerman Park is an approximately 9.2-acre active recreational facility in an urban area along an existing rail corridor. Recreational facilities on site include baseball fields, a children's play area, a kiosk, and seating areas. Construction would occur approximately 130 feet from the outermost edge of the outdoor recreational

facilities. Construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 130 feet of this resource. Because of the distance of the facility from construction activities, park users are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at John Zimmerman Park, and they would not have the potential to interfere with or diminish use of the facility.

- **John H. Glenn High School:** John H. Glenn High School is an approximately 38-acre large educational facility associated with the Norwalk-La Mirada Unified School District. The school is in an urban area near an existing rail corridor. Recreational facilities at the school include tennis courts, basketball courts, and soccer, football, and baseball fields. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees. John H. Glenn High School has been identified as a noise-sensitive receiver under Category 3 land uses in accordance with FRA guidance. The nearest construction work area would be along the alignment 141 feet from John H. Glenn High School's outermost edge of the baseball fields. Construction noise and vibration may be perceptible at this school's recreational facilities considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities would include utility relocation, new track ballast installation, and grading that would occur at a distance of 141 feet from this resource. Because of the distance of the facility from construction activities, users of John H. Glenn High School's recreation facilities are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at John H. Glenn High School's recreational facilities, and they would not have the potential to interfere with or diminish use of the facilities.

- **Coyote Creek North Fork Bikeway:** The Coyote Creek North Fork Bikeway is an approximately 3-mile-long Class I bike path along Coyote Creek in an urban/industrial area near an existing railroad with associated noise sources. The bike path is used for bicycling, walking, running, and skateboarding and would be within the project footprint as it passes under the alignment for approximately 100 feet. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities would include utility relocation, new track ballast installation, and grading that would occur immediately adjacent to this resource. Because of the proximity of construction activities occurring within the resource boundaries and a temporary construction easement within the path, users would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and vibration levels potentially exceeding the impact threshold of 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Coyote Creek North Fork Bikeway is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

  - **Water crossings (level 3):** Level 3 construction is anticipated to occur for a period of 12 to 15 months. Water crossing work is anticipated to be in the general area of North Fork Coyote Creek, which is adjacent to the Coyote Creek North Fork Bikeway. Construction activities such as bridge construction and excavation would be in the immediate vicinity of the path. Because of the proximity of construction activities near the path, users would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq}

and vibration levels potentially exceeding the impact threshold of 75 VdB as they pass underneath the alignment and are in the vicinity of the construction easement. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Coyote Creek North Fork Bikeway is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **Adlena Park:** Adlena Park is an existing 1.9-acre active recreational facility in an urban area. Recreational facilities at this park include a softball field, basketball courts, a children's play area, a spray pool, picnic tables, and a lighted baseball field. The nearest construction work area would be along the alignment approximately 600 feet from Adlena Park. Construction noise and vibration may be perceptible at this park considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within approximately 600 feet of this resource. Because of the distance of the facility from construction activities, users of Adlena Park are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Adlena Park, and they would not have the potential to interfere with or diminish use of the facility.
- **Fullerton Pooch Park:** Fullerton Pooch Park is an existing 3.0-acre active recreational facility along an existing rail corridor in an urban area. Recreational facilities at this park include separate play areas for small and large dogs, a wood chip area, and benches. A temporary construction easement featuring drainage basin and utility relocation activities would be approximately 165 feet from the closest edge of Fullerton Pooch Park. Construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 165 feet of this resource. Because of the distance of the facility from construction activities, users of Fullerton Pooch Park are not expected to experience noise levels exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 dBA. Therefore, no noise or vibration impacts are anticipated at Fullerton Pooch Park, and they would not have the potential to interfere with or diminish use of the facility.
- **Pacific Drive Park:** Pacific Drive Park is an existing 1.5-acre active recreational facility in an urban area. Recreational facilities at this park include a children's play area and basketball courts. The nearest construction work area would be along the alignment approximately 530 feet from Pacific Drive Park. Construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 530 feet of this resource. Because of the distance of the facility from construction activities, users of Pacific Drive Park are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Pacific Drive Park, and they would not have the potential to interfere with or diminish use of the facility.
- **Pacific Drive Elementary School:** Pacific Drive Elementary School is an 8.1-acre educational facility associated with the Fullerton School District. The school is in an urban area near an existing rail corridor. Recreational facilities at the school include a playing field

and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees. Pacific Drive Elementary School has been identified as a noise-sensitive receiver under Category 3 land uses in accordance with FRA guidance. The nearest construction work area would be along the alignment 288 feet from Pacific Drive Elementary School's outermost edge of the playing fields. Construction noise and vibration may be perceptible at this school's recreational facilities considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 288 feet of this resource. Because of the distance of the facility from construction activities, users of Pacific Drive Elementary School's recreation facilities are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Pacific Drive Elementary School's recreational facilities, and they would not have the potential to interfere with or diminish use of the facilities.

- **Janet Evans Swim Complex:** Janet Evans Swim Complex is an existing 1.8-acre active recreational resource in an urban area along an existing rail corridor. A brick wall separates the facility from the rail corridor. Recreational facilities on site include two outdoor swimming pools and locker rooms. Activities taking place on site include swimming lessons and organized sports. The nearest construction work area would be directly adjacent to the facility. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 0 feet of this resource and would be directly adjacent to the facility. Users of the Janet Evans Swim Complex may be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB, particularly because of grading and other activities occurring in immediate proximity to the resource. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be low as they engage in physical activities on site. Furthermore, because the Janet Evans Swim Complex is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **Amerige Park:** Amerige Park is an existing 7.9-acre active recreational facility in an urban area along an existing rail corridor. Recreational facilities at the park include a 250-seat lighted baseball field, which is also used for soccer. The nearest construction activities for the project would occur approximately 50 feet from Amerige Park. Construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 50 feet of this resource. Users of Amerige Park may be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB, particularly because of grading and other activities occurring in immediate proximity to the resource. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be low as they engage in recreational activities on site. Furthermore, because Amerige Park is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

- **Truslow Park:** Truslow Park is an existing 0.13-acre active recreational resource in an urban area. Recreational facilities on site include a children's play area, barbeques, and picnic

tables. The nearest construction activities for the project would occur approximately 210 feet from the park. Construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 210 feet of this resource. Because of the distance of the facility from construction activities, users of Truslow Park are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Truslow Park, and they would not have the potential to interfere with or diminish use of the facilities.

- **Citrus Park:** Citrus Park is a 2.6-acre existing active recreational facility in an urban area adjacent to an existing rail corridor. Recreational facilities on site include a children's play area, barbeques, a gazebo, basketball courts, and a volleyball court. Construction of the project section would occur immediately adjacent to the park. Given this, construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur directly adjacent to this resource. Users of Citrus Park may be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB, particularly because of grading and other activities occurring immediately adjacent to the resource. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be low as they engage in recreational activities on site. Furthermore, because Citrus Park is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

- **Colony Park:** Colony Park is a 1.0-acre existing active recreational facility in an urban area. Recreational facilities on site include a children's play area, picnic tables, and a water feature. The nearest project construction area would be along the alignment, approximately 475 feet from the park. Construction noise and vibration may be perceptible at this park considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 475 feet of this resource. Because of the distance of the park from construction activities, users of the park are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Colony Park, and they would not have the potential to interfere with or diminish use of the facilities.

- **Thomas Jefferson Elementary School:** Thomas Jefferson Elementary School is a 5.4-acre educational facility associated with the Anaheim Elementary School District. The school is in an urban area and recreational facilities on site include a children's play area, basketball courts, and an open field used for softball and soccer. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees. Thomas Jefferson Elementary School has been identified as a noise-sensitive receiver under Category 3 land uses in accordance with FRA guidance. The nearest project construction area would be along the alignment approximately 605 feet from Thomas Jefferson Elementary School's playing field. Construction noise and vibration may be perceptible at this school's recreational facilities considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities during this phase such as utility relocation, new track

ballast installation, and grading would occur within 605 feet of this resource. Because of the distance of the school from construction activities, users of Thomas Jefferson Elementary School's recreational facilities are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Thomas Jefferson Elementary School's recreational facilities, and they would not have the potential to interfere with or diminish use of the facilities.

- **Olive Street Elementary School:** Olive Street Elementary School is a 7.3-acre educational facility associated with the Anaheim Elementary School District. The school is in an urban area and recreational facilities on site include basketball courts, handball courts, tetherball courts, a children's play area, and a small softball field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees. Olive Street Elementary School has been identified as a noise-sensitive receiver under Category 3 land uses in accordance with FRA guidance. The nearest project construction area would be along the alignment approximately 590 feet from Olive Street Elementary School's playing field. Construction noise and vibration may be perceptible at this school's recreational facilities considering the construction activities that would occur near this resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 590 feet of this resource. Because of the distance of the school from the construction activities, users of Olive Street Elementary School's recreational facilities are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated at Olive Street Elementary School's recreational facilities during construction, and they would not have the potential to interfere with or diminish use of the facilities.
- **Union Pacific Trail Phase II:** Union Pacific Trail Phase II is a 0.5 mile Class I bike path, currently under construction, that would run along the existing Union Pacific Railroad rail corridor in Fullerton. The existing section of the Union Pacific Trail is approximately 8 miles, for a total of 8.5 miles for the entire Union Pacific Trail (existing bicycle path plus construction of the extension). Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the bike path. Construction noise and vibration would be perceptible at this resource considering the proximity to construction activities that would occur directly north of this active resource, such as:
  - **At-grade rail construction:** During construction, there would be short-term noise and vibration impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. At-grade rail construction is anticipated to occur for 36 months over the course of the project. Approximately 0.18 acre of the resource would be acquired for implementation of the project. The existing railroad corridor would be expanded to the south within this area, and fencing required for rail corridor clearance would encroach on planned landscaping and bioswale and would require realignment of approximately 110 feet of the trail. Additionally, groundborne vibration generated by drilling and excavation activities could exceed the impact threshold of 75 VdB for Category 3 institutional land uses at a distance of approximately 65 feet. Connections to the trail would be maintained during construction via existing roadways or other public rights-of-way. Given this, users of the trail would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB, particularly because of grading activities occurring on and in immediate proximity to the resource. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because Union Pacific Trail Phase II is not classified as a sensitive

resource, no substantial noise or vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

- **Union Pacific Railroad Right-of-Way Multipurpose Path:** The Union Pacific Railroad Right-of-Way Multipurpose Path is an approximately 0.24-mile-long paved multipurpose path in an urban area near an existing rail corridor. The path is an existing active recreational facility for walking and running, and can also accommodate bicyclists. Construction of the project section would occur approximately 130 feet from the Union Pacific Railroad Right-of-Way Multipurpose Path. Construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 130 feet of the resource. Because of the distance of the path from the construction activities, users of the path are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding VdB. Therefore, no noise or vibration impacts are anticipated to occur at Union Pacific Railroad Right-of-Way Multipurpose Path, and they would not have the potential to interfere with or diminish use of the facility.
- **Union Pacific Park:** Union Pacific Park is a 1.7-acre existing active recreational resource in an urban area. Recreational facilities on site include barbecues, a basketball court, picnic tables, and a children's play area. Although the park is temporarily closed to the public during renovation activities (closed as of July 2025), construction of the project section would occur approximately 160 feet away upon completion of park renovations. Given this, construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:

  At-grade rail construction: At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within 160 feet of resource. Because of the distance of the park from project construction activities, users of Union Pacific Park, once it is reopened to the public, are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Therefore, no noise or vibration impacts are anticipated to occur at Union Pacific Park, and they would not have the potential to interfere with or diminish the use of the facility during construction.
- **Santa Ana River Trail and Parkway:** The Santa Ana River Trail and Parkway is a 100-mile-long existing Class I bike path. The path is used primarily for active recreation such as hiking, bicycling, walking, and running. The path is also used for rock climbing, horseback riding, and organized team and individual sports. The trail runs along the southeastern edge of the ARTIC station area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project section. The path is directly adjacent to the project footprint. Given this, construction noise and vibration may be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur directly adjacent to the resource. Users of the Santa Ana River Trail and Parkway would be exposed to elevated noise levels potentially exceeding 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB, particularly because of grading and other construction activities occurring in the immediate proximity of the resource. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Santa Ana River Trail and Parkway is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

  - **Station construction (ARTIC):** Construction is anticipated to occur over a period of 36 months at ARTIC. Construction activities such as architectural coatings, station and parking structure construction, demolition, grading, paving, and site preparation would occur directly adjacent to the trail. Because of the proximity of the resource and construction activities, users of the Santa Ana River Trail and Parkway would be exposed to noise levels greater than 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Santa Ana River Trail and Parkway is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

- **Independence Park:** Independence Park is a 10-acre existing recreational facility in an urban area adjacent to an existing rail corridor. Active recreational facilities on site include indoor racquetball court facilities that can be rented by the hour, outdoor handball courts, a children's play area, picnic tables, an indoor gymnasium, and an outdoor skate park. Construction of the project section would occur directly adjacent to Independence Park. Although this park primarily features active recreational land uses near the rail corridor, Independence Park was identified to contain a noise-sensitive receiver approximately 330 feet from the track centerline. Two picnic tables beneath a tree were identified to be noise sensitive, classified as a passive recreational area. Therefore, a receiver point was placed in this location. Construction noise may be perceptible at this resource and its sensitive receiver considering the construction activities that would occur near this resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur directly adjacent to the park and within 330 feet of the noise-sensitive receiver. Because of the distance of the park's sensitive receiver from construction activities, users of the passive recreational facility would not experience noise levels greater than 80 dBA L_{eq} beyond 106 feet or groundborne vibration levels exceeding 75 VdB beyond 65 feet. Therefore, construction noise and vibration impacts are not anticipated at Independence Park's sensitive receiver based on FRA criteria, and they would not have the potential to interfere with or diminish use of the passive recreational facilities at Independence Park.

    Alternatively, users of active recreational facilities that are closer to project construction areas would be exposed to noise levels greater than 80 dBA L_{eq} and groundborne vibration levels exceeding 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal as users are engaged in physical or recreational activities on site. Furthermore, because the active recreational facilities at Independence Park are not classified as sensitive resources, no substantial noise and vibration impacts are anticipated during construction, and they would not have the potential to interfere with or diminish use of the facility.

- **Neff Park:** Neff Park is a 10-acre existing recreational facility in an urban area along an existing rail corridor. Recreational facilities on site include a gazebo, basketball courts, tennis courts, horseshoe pits, a children's play area, and picnic areas. The nearest project construction activities would occur within 500 feet of this resource. Although this park primarily features active recreational land uses, Neff Park was identified to have a noise-sensitive receiver approximately 530 feet from the track centerline. A collection of picnic tables beneath a group of trees was identified to be a noise-sensitive receiver, classified as a passive recreational area. Therefore, a receiver point was placed in this location. Construction noise and vibration may be perceptible at this resource and its sensitive receiver considering the construction activities that would occur near this active resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities such as utility relocation, new track ballast installation, and grading would occur within approximately 500 feet of this resource. The sensitive receiver at Neff Park is approximately 525 feet from grading activities. Because of the distance of the park and the park's sensitive receiver from construction activities, users of the park's active and passive recreational facilities would not experience noise levels greater than 80 dBA L_{eq} beyond 106 feet or groundborne vibration levels exceeding 75 VdB beyond 65 feet. Therefore, construction noise and vibration impacts are not anticipated at Neff Park based on FRA criteria, and they would not have the potential to interfere with or diminish use of the recreational facilities.

- **Magnolia Park:** Magnola Park is a 0.8-acre existing facility in an urban area along an existing rail corridor. Recreational facilities on site include a children's play area, a picnic shelter, benches, and a walking path. Magnolia Park was identified as a noise-sensitive park because of its passive recreational use and the lack of active recreational land uses on site. The portion of the park closest to the rail corridor was chosen as the receiver location, which is approximately 645 feet from the track centerline. The nearest project construction activities would occur approximately 635 to 640 feet away from the facility. Construction noise and vibration would likely not be perceptible at this resource considering the construction activities and their respective distance from this resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Grading would occur within 640 feet of this resource. Because of the distance of the park from project construction areas, construction noise levels are not expected to exceed 80 dBA L_{eq} beyond 106 feet and groundborne vibration levels would not exceed 75 VdB beyond 65 feet. Therefore, based on FRA criteria, construction noise and vibration impacts are not expected at Magnolia Park, and impacts would not have the potential to interfere with or diminish use of the facility.
  - **Grade-separation roadway improvements (level 4 – heavy work required):** At this location, construction is anticipated to occur for 18 to 36 months. Magnolia Park is approximately 635 feet from construction activities such as excavation and grading near State College Boulevard and Wright Circle. Because of the distance of the park from grade-separation construction activities, user of Magnolia Park would not be exposed to construction-related noise levels that exceed 80 dBA L_{eq} beyond 355 feet or exceed vibration levels of 75 VdB beyond 230 feet. Therefore, based on FRA criteria, construction noise and vibration impacts are not expected at Magnolia Park, and they would not have the potential to interfere with or diminish use of the passive recreational facility.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B would be similar to those reported under Shared Passenger Track Alternative A. However, this alternative would include an LMF at 15th Street, instead of at 26th Street. Given this, there would be additional construction-period noise and vibration impacts on the users of the planned Los Angeles River Trail, in the event that the planned extension is built prior to the project section. Construction of the 15th Street LMF would have the potential to introduce additional construction-period noise and vibration impacts on a 0.7-mile segment of the trail that runs parallel to the LMF approximately 3,700 feet northeast. However, because of the distance of the Los Angeles River Trail from construction areas associated with the LMF, construction noise and vibration levels are not expected to exceed FRA criteria at this location. Therefore, no additional construction noise and vibration impacts with the potential to interfere with or diminish the use of the facility are anticipated.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, noise and vibration impacts during construction activities would be similar to those of the Shared Passenger Track Alternatives within the station area, with the exception of impacts on John Zimmerman Park.

Construction of the HSR station elements is anticipated to take approximately 36 months. During this construction phase, construction activities would include architectural coatings, station and parking structure construction, demolition, grading, paving, and site preparation. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this phase of construction would range from 95 dBA to 96 dBA L_{eq} at a distance of 50 feet from the construction site. Depending on the activity, recreational resources containing sensitive receivers within 280 to 321 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours. Construction-generated noise would be audible at a higher level at John Zimmerman Park, but vibration levels would be the same, because the same types of equipment would be used as for the Shared Passenger Track Alternatives in this area. Construction of the HSR platform, facilities, and parking would occur within the same area that would be modified under the Shared Passenger Track Alternatives, and would be within the same distance of the nearest resource that would be affected, which is John Zimmerman Park. Because of the distance of the facility from construction activities, park users are not expected to experience noise levels exceeding 80 dBA L_{eq} or groundborne vibration levels exceeding 75 VdB. Furthermore, this resource is not a sensitive receiver. Therefore, no noise or vibration impacts with the potential to interfere with or diminish use of the facility are anticipated.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, noise and vibration impacts during construction activities would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared Passenger Track Alternatives, and would be closer to the nearest resources, which include Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path, which are in the immediate vicinity. Construction of the HSR station elements is anticipated to take approximately 36 months. Construction activities during this phase would include architectural coatings, station and parking structure construction, demolition, grading, paving, and site preparation. Assuming a worst-case scenario with all the construction equipment operating at a given site over an 8-hour day, the composite noise level during this phase of construction would range from 95 dBA to 96 dBA L_{eq} at a distance of 50 feet from the construction site. Depending on the activity, recreational resources containing sensitive receivers within 280 to 321 feet of the construction site would be exposed to noise levels greater than 80 dBA L_{eq} during daytime hours. Construction-generated noise and vibration would be perceptible at a higher level at these resources; however, they would be similar to existing conditions along the rail corridor in this area. Furthermore, these resources are not sensitive receivers. Therefore, no noise or vibration impacts with the potential to interfere with or diminish use of the facility are anticipated.

CEQA Conclusion

The existing and planned park and recreational facilities in the RSA are predominantly in urbanized environments with existing residential and commercial areas, where ambient noise already exists. Many resources in the corridor are used for active sport areas, parks, playgrounds, recreations areas, trails, and trail crossings and are not considered noise-sensitive uses, unlike passive uses, which are considered to be noise sensitive. For those resources in the corridor that are considered noise sensitive—John H. Glenn High School, Olive Street Elementary School, Pacific Drive Elementary School, Thomas Jefferson Elementary School, Neff Park, Independence Park, and Magnolia Park—construction noise levels would not exceed FRA thresholds. Similarly, construction vibration levels would not exceed applicable thresholds. Therefore, construction would not prevent use of the resource or create a barrier to using the resource. Although temporary construction noise and vibration may influence some users of active recreational facilities to instead use nearby recreational resources that experience lower noise and vibration levels during project construction, implementation of the project would not interfere with or diminish the use of any given active recreational facility within the RSA. Therefore, there would be a less-than-significant impact under CEQA and CEQA does not require mitigation.

Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources

Shared Passenger Track Alternative A

Construction would require earthwork, including grading, excavation, drilling, infilling, construction/reconstruction of track, embankment, and other activities. The 26th Street LMF would require excavation of approximately 90,000 cubic yards of earthwork material. Construction activities would generate fugitive dust near the recreational resources in the project section. If generated in high enough quantities, fugitive dust could result in nuisance impacts that could disrupt recreational activity and user experience at these recreational resources. A distance of 250 feet was used as the estimated impact distance threshold for evaluating construction-related fugitive dust. This is a conservative estimate because the recreational resources are in an existing, urban rail corridor rather than a new rail corridor; therefore, any properties outside the 250-foot threshold would be unlikely to be affected by construction-related fugitive dust impacts from Shared Passenger Track Alternative A.

Fugitive dust is not expected to result in nuisance impacts for users of the following recreation resources under Shared Passenger Track Alternative A: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Elementary School, Pacific Drive Park, Magnolia Park, and Colony Park. This is primarily because of the distance of the resources from the project footprint or because of physical barriers that exist between the resource and construction activities. As discussed in Section 3.3.4.1, Definition of Resource Study Areas, these resources are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on human respiratory function. As presented in Table 3.15-5, given the distances of the resources from the project footprint and the physical barriers present between the resources and the work areas, it is not anticipated that fugitive dust would result in nuisance impacts for users of these resources. Given this, the resources listed above will not be discussed further.

Fugitive dust would have the potential to result in nuisance impacts under Shared Passenger Track Alternative A for users of the following resources:

- **Los Angeles River Trail Extension (Planned):** If the planned Los Angeles River Trail exists at the time of project construction, approximately 2.5 miles of the planned trail would run along the eastern side of the river, parallel to the project section. The trail would run under the project alignment north of Washington Boulevard. An additional segment of the trail would run along the southern side of the 26th Street LMF for an approximate distance of 0.5 mile. The trail would account for a total distance of 3.0 miles under Shared Passenger Track Alternative A. Portions of the trail would be as close as approximately 100 feet to construction activity such as earthwork, materials movement, construction of the LMF, and relocation of transmission lines, among other construction activities. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in temporary nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Coyote Creek Main Branch Bikeway Extension (Planned):** The planned bike path extension would pass under the existing railroad bridge and through a temporary construction easement along Stage Road. The existing railroad bridge would be widened on both sides to accommodate the new mainline track and realigned existing tracks. The path would be used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Brea Creek Bastanchury Corridor (Planned):** The planned bike path would pass under the alignment and new bridge access structures along Dale Street for approximately 350 feet,

which would also include a temporary construction easement. A portion of the path on the southwest corner of Dr Sam Way would also be in a temporary construction easement. The bike path would be used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.

- **Rio Hondo River Trail:** The trail would pass under the alignment for approximately 100 feet. The project section would require water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. The trail is used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Rio Hondo River Bike Path:** The bike path would pass under the alignment for approximately 100 feet. The project section would require water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. The bike path is used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **San Gabriel River Trail:** The trail would pass under the alignment for approximately 100 feet along the eastern side of the river. The project would require water crossing work to accommodate bridge work on the San Gabriel River. The existing railroad bridge would be widened on the southern side to accommodate the new mainline track. The dedicated multiuse trail is used for active recreation such as bicycling, equestrian use, walking, and running. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **San Gabriel River Bike Path:** The bike path would pass under the alignment for approximately 100 feet along the eastern side of the river. The project would require water crossing work to accommodate bridge work on the San Gabriel River. The existing railroad bridge would be widened on the southern side to accommodate the new mainline track. The resource is a dedicated Class I bike path used for active recreation such as bicycling, equestrian use, walking, running, and skateboarding. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **John Zimmerman Park:** Construction would occur approximately 130 feet from the outermost edge of the outdoor recreational facilities, which are in an urban area along an existing rail corridor. Active recreation facilities include baseball fields and a children's play area. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **John H. Glenn High School:** Construction would occur approximately 141 feet from the outermost edge of the school's baseball field, which is in an urban area along an existing rail corridor. Additional active recreation facilities include a football field, soccer field, tennis courts, and basketball courts. Depending on availability, John H. Glenn High School's recreation areas are open to the public through paid rental agreements during nonschool hours. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from renting the resource during project construction.

- **Coyote Creek North Fork Bikeway:** The bike path would pass under the alignment where the existing railroad bridge would be widened. The path is used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Fullerton Pooch Park:** A temporary construction easement, drainage basin, and utility relocation would be approximately 165 feet from Fullerton Pooch Park, which is in an industrial/urban area along an existing rail corridor. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Janet Evans Swim Complex:** Construction of the project section would occur adjacent to the complex of outdoor swimming pools in an urban area along an existing rail corridor. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Independence Park:** Construction of the project section would occur adjacent to the skate park in Independence Park, which is in an urban area along an existing rail corridor. Other active recreation facilities include handball courts, a children's play area, an indoor gymnasium, and handball courts. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Amerige Park:** The nearest portion of the alignment that would be built would be approximately 50 feet from Amerige Park, which is in an urban area along an existing rail corridor. Active recreation facilities include a baseball field and a soccer field. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Citrus Park:** The park is adjacent to the existing rail corridor. Active recreational facilities include a basketball court, a volleyball court, and an open play area. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Union Pacific Trail Phase II:** Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the Union Pacific Trail Phase II. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would be realigned. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Union Pacific Railroad Right-of-Way Multipurpose Path:** Utility relocations during construction of the project section would occur within approximately 130 feet of the Union Pacific Railroad Right-of-Way Multipurpose Path. This path is used for active recreation that includes walking, running, and can accommodate bicycling. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Union Pacific Park:** Utility relocations during construction of the project section would occur approximately 160 feet from Union Pacific Park. Active recreation facilities include a

basketball court and an open play area. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.

- **Truslow Park:** Construction of the project section would occur approximately 210 feet from Truslow Park. Recreational facilities on site include a children's play area, barbeques, and picnic tables. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.
- **Santa Ana River Trail and Parkway:** The Santa Ana River Trail and Parkway runs along the southeastern edge of the ARTIC station area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project section. The trail is used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.

However, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.

Shared Passenger Track Alternative B

Under Shared Passenger Track Alternative B that includes the LMF at 15th Street, construction would require extensive excavation and grading across the site, as well as a below-grade segment for the yard lead tracks, resulting in higher quantities of fugitive dust compared to Shared Passenger Track Alternative A. Earthwork construction is anticipated to excavate approximately 120,000 cubic yards of material volume for the 15th Street LMF. Users of the planned Los Angeles River Trail would experience short-term, temporary construction impacts from higher amounts of fugitive dust compared to Shared Passenger Track Alternative A. Within the approximately 2.5-mile stretch of trail that would run along the eastern side of the river, the trail would run parallel to the 15th Street LMF for approximately 0.7 mile at distances as close as approximately 270 feet to 500 feet. If the planned trail exists during construction of the project section, higher concentrations of emissions of fugitive dust during construction of Shared Passenger Track Alternative B would have the potential to result in nuisance impacts on users of the resource. As a result, fugitive dust may deter some users of the resource during project construction. However, with incorporation of **AQ-IAMF#1**, the amount of fugitive dust would be minimized.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in the same area that would be modified under the Shared Passenger Track Alternatives and would be within the same distance of the nearest resource that would be affected, which is John Zimmerman Park. The same types of construction activities would be used, which would generate fugitive dust near John Zimmerman Park, which is 130 feet from the outermost edge of the outdoor recreational facility to the station. If fugitive dust is generated in high enough quantities, it could result in nuisance impacts that could disrupt the user experience at the park and deter some users from the resource during station construction. However, with incorporation of **AQ-IAMF#1**, the amount of fugitive dust will be minimized.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared

Passenger Track Alternatives, but the amount of earthwork would be the same. However, construction activities overall would be closer to the nearest resources, which include Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Trail Phase II, and Union Pacific Park. However, the types of construction activities occurring near these resources would be the same. Although the station footprint would be closer in proximity to these resources, construction of the Fullerton HSR Station Option would not result a greater level of impact. If fugitive dust is generated in high enough quantities, it could result in nuisance impacts that could disrupt the recreational activity or the user and experience at these resources. However, with incorporation of **AQ-IAMF#1**, the amount of fugitive dust will be minimized.

CEQA Conclusion

Construction of the Shared Passenger Track Alternatives would generate fugitive dust at or near recreational resources in the RSA. **AQ-IAMF#1** will ensure that emissions of fugitive dust during construction are reduced. As a result, fugitive dust emissions would not be expected to prevent the use of these recreational resources during construction or create a barrier to the established use of these recreational resources. The impact under CEQA would be less than significant and CEQA does not require mitigation.

Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources

Shared Passenger Track Alternative A

Visual changes from construction activities were evaluated from an estimated impact distance threshold of 250 feet. This is a conservative estimate because the recreational resources are in an existing rail corridor rather than a new rail corridor; therefore, any properties outside the 250-foot threshold would unlikely be affected by visual changes related to construction of Shared Passenger Track Alternative A, because views would likely be obstructed beyond the 250-foot threshold. The following recreation resources under Shared Passenger Track Alternative A would not be affected by visual changes related to construction: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Elementary School, Pacific Drive Park, Magnolia Park, and Colony Park. This is primarily because of the distance of the resources from the project footprint or because of physical barriers that exist between the resource and construction activities.

Construction activities and equipment would be visible to users as they pass construction work areas along the current trails and if the planned trails were in place at that time. This would change user views while construction is occurring at or near the resource locations and may involve construction staging areas; demolition of existing structures; clearing and grubbing; reduction of permeable surface area; handling, storing, hauling, excavating, and placing fill; possible use of pile driving; construction of aerial structures, bridges, and road and parking lot modifications; utility upgrades and relocations and potentially other ancillary facilities; and installation of power poles, HSR electrical systems, and railbeds. Construction of Shared Passenger Track Alternative A would generate visual impacts from temporary, new visual elements in the project section on the following resources under Shared Passenger Track Alternative A that includes the 26th Street LMF:

- **Los Angeles River Trail Extension (Planned):** Approximately 2.5 miles of the planned trail would run along the eastern side of the river, parallel to the project section. An additional segment of the trail would run along the southern side of the 26th Street LMF for an approximate distance of 0.5 mile. A portion of the trail would run under the alignment north of Washington Boulevard and west of Soto Street where at-grade rail construction activities would take place. The trail would account for a total distance of 3.0 miles under Shared Passenger Track Alternative A. Portions of the trail would be as close as approximately 100 feet to construction activity such as earthwork, materials movement, construction of the LMF, and relocation of transmission lines, among other construction activities. Construction

activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The project section would require a temporary construction easement on the planned bike path extension along Stage Road, if the bikeway exists before construction of the project section. The bikeway would pass underneath the existing railroad bridge. The existing railroad bridge would be widened on both sides to accommodate the new mainline track and realigned existing tracks. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Brea Creek Bastanchury Corridor (Planned):** The planned bike path would pass under the alignment and new bridge access structures along Dale Street for approximately 350 feet, which would also include a temporary construction easement. A portion of the path on the southwest corner of Dr Sam Way would also be in a temporary construction easement. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Rio Hondo River Trail:** Construction of the project section would occur adjacent to the trail; the project improvements and proposed work would be completed within the resource boundary of the trail. The trail would pass directly beneath the proposed alignment for approximately 100 feet. The project would require water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. A temporary construction staging area would be located on the trail as it approaches the bridge from the north. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Rio Hondo River Bike Path:** Construction of the project section would occur adjacent to the bike path; the project improvements and proposed work would be completed within the resource boundary of the path. The project would require water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. A temporary construction easement would be on the trail as it approaches the bridge from the north. A portion of the path would pass under the alignment for approximately 100 feet. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **John Zimmerman Park:** Construction would occur approximately 130 feet from the outermost edge of the outdoor recreational facilities, which are in an urban area along an existing rail corridor. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **John H. Glenn High School:** Construction would occur approximately 141 feet from the outermost edge of the outdoor school's baseball field, which is in an urban area along an existing rail corridor. Views of construction activities from the baseball field would be largely blocked by intervening features to the north, including a concrete wall, residential homes, and a large building. These existing structures would screen construction equipment and activities from view, making them unlikely to be visible to users of the school's recreational facilities. Therefore, temporary visual changes are not expected to occur at John H. Glenn High School during construction.
- **Coyote Creek North Fork Bikeway:** The bike path would pass under the alignment where the existing railroad bridge would be widened. Construction activities and equipment would

be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.

- **Fullerton Pooch Park:** A temporary construction easement, drainage basin, and utility relocation would be approximately 165 feet from the edge of Fullerton Pooch Park, which is in an urban area along an existing rail corridor. Construction activities and equipment would be visible to users during construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Janet Evans Swim Complex:** Construction of the project section would occur adjacent to the complex of outdoor swimming pools in an urban area along an existing rail corridor. Construction activities and equipment would be visible to users during construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Independence Park:** Construction of the project section would occur adjacent to the skate park in Independence Park, which is in an urban area along an existing rail corridor. Construction activities and equipment would be visible to users during construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Amerige Park:** The nearest portion of the alignment that would be built would be approximately 50 feet from Amerige Park, which is in an urban area along an existing rail corridor. Construction activities and equipment would be visible to users during construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Citrus Park:** The park is adjacent to the existing rail corridor. A vegetated wall blocks the rail corridor from user views. Construction-related vehicles using Broadway would be visible and, depending on the users' location, equipment and construction activities would also be visible to users of the resource looking onto Broadway. As a result, temporary visual changes may deter some users from the resource during project construction.
- **San Gabriel River Trail:** The trail would pass under the alignment for approximately 100 feet along the eastern side of the river and would intersect a temporary construction easement and staging area for an additional approximately 0.5 mile. The trail would also intersect utility relocation just south of Slauson Avenue for approximately 20 feet. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **San Gabriel River Bike Path:** The bike path would pass under the alignment for approximately 100 feet along the eastern side of the river and would intersect a temporary construction easement and staging area for an additional approximately 0.5 mile. The bike path would also intersect utility relocation just south of Slauson Avenue for approximately 20 feet. The resource is a dedicated bike path used primarily for active recreation such as bicycling, running, and walking. Construction activities and equipment would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Union Pacific Trail Phase II:** Construction of the project section would occur directly adjacent to and within the resource boundaries of the Union Pacific Trail Phase II. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would be realigned. Construction activities and equipment would be visible to users as they pass by construction work areas adjacent to the trail. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Union Pacific Railroad Right-of-Way Multipurpose Path:** Utility relocations during construction of the project section would occur approximately 130 feet from the Union Pacific

Railroad Right-of-Way Multipurpose Path. Construction activities and equipment may be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.

- **Union Pacific Park:** Utility relocations during construction of the project section would occur approximately 160 feet from Union Pacific Park. Construction activities and equipment may be visible to users during construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Truslow Park:** Construction of the project section would occur approximately 210 feet from Truslow Park. Construction activities and equipment may be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.
- **Santa Ana River Trail and Parkway:** The Santa Ana River Trail and Parkway runs along the southeastern edge of the ARTIC station area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project section. Construction activities and equipment at ARTIC such as station and parking structure construction, demolition, grading, paving, and site preparation would be visible to users as they pass the location of construction. As a result, temporary visual changes may deter some users from the resource during project construction.

The Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned trails. **AVQ-IAMF#1** requires the contractor to document, through issue of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. This ensures a consistent project-wide aesthetic while allowing flexibility to reflect local context, with example design options provided to local jurisdictions for nonstation structures. **AVQ-IAMF#2** further requires the contractor to prepare a technical memorandum documenting the Authority's aesthetic review prior to the start of construction. This process includes identifying key nonstation structures for aesthetic treatment, consulting with local jurisdictions and communities, evaluating local preferences for feasibility and compatibility with project-wide goals, and incorporating the final aesthetic approach into construction procurement and design.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B including construction of the 15th Street LMF would be similar to those described for Shared Passenger Track Alternative A. With the inclusion of the 15th Street LMF, construction would require extensive excavation and grading across the site, as well as a below-grade segment for the yard lead tracks compared to Shared Passenger Track Alternative A. Users of the planned Los Angeles River Trail would be exposed to temporary construction-related visual changes along a longer portion of the trail compared to Shared Passenger Track Alternative A, because of the extended proximity of the 15th Street LMF construction to the trail alignment. If the trail is built prior to the project, construction activity and equipment would be visible to users as they pass the location of construction work areas along the 15th Street LMF (approximately 0.7 mile). As a result, temporary visual changes may deter some users of the resources during project construction.

As previously discussed, with incorporation of design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users, **AVQ-IAMF#1** and **AVQ-IAMF#2** would minimize impacts.

High-Speed Rail Station Options

<u>High-Speed Rail Station Option: Norwalk/Santa Fe Springs</u>

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in the same area that would be modified under the Shared Passenger Track Alternatives, and the same types of construction activities would be used. No other recreational resources are anticipated to be affected by construction of this station.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than under the Shared Passenger Track Alternatives but would be closer to the nearest recreational resources, which include Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Trail Phase II, and Union Pacific Park. The HSR buildings, facilities, and parking would be built in several parcels that currently block the view of the railroad corridor from the park. Construction of the HSR station elements would be adjacent to the resources, and short-term visual impacts may occur. This may change user views while construction is occurring at or near the resource locations from the on-site activity of workers, vehicles, presence of construction materials, and equipment used in the construction of earthwork, rail bed or column and guideways, and other major material and equipment movement and storage. As a result, temporary visual changes may deter some users of the resources during project construction.

With incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2**, design features focused on aesthetics and visual quality will reduce construction-related visual impacts on users of recreational resources.

CEQA Conclusion

The Shared Passenger Track Alternatives would result in temporary construction impacts from visual changes on recreational resources. **AVQ-IAMF#1** and **AVQ-IAMF#2** will minimize visual changes experienced by users of the listed resources above. Although temporary visual changes caused by construction activity would not prevent the use of the resources, they may deter some users of recreational resources during construction to instead use nearby resources that have not experienced visual changes. However, the increase in use of nearby recreational resources would not be large enough to result in substantial physical deterioration of these other resources, and construction visual changes would not prevent the use of the recreational resources or create a barrier to accessing them. Therefore, the impact under CEQA would be less than significant and CEQA does not require mitigation.

Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources

Shared Passenger Track Alternative A

Construction of Shared Passenger Track Alternative A would not diminish access to or established use of the following recreational resources: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Los Angeles River Trail Extension (planned), Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, Magnolia Park, Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Park, Truslow Park, Colony Park, John Zimmerman Park, Fullerton Pooch Park, Janet Evans Swim Complex, Independence Park, Amerige Park, Citrus Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, John H. Glenn High School, Pacific Drive Elementary School, and Santa Ana River Trail and Parkway. The project would not diminish access to these resources because it would not require temporary construction easements on the resources or closures of roadways near the resources. Overall established uses may be diminished temporarily because of construction noise, dust, and visual impacts.

Under Shared Passenger Track A that includes the 26th Street LMF, construction of the project section would temporarily diminish access to the planned Coyote Creek Main Branch Bikeway Extension, the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II prior to implementation of the mitigation measures listed in Section 3.15.7.

Coyote Creek Main Branch Bikeway Extension (Planned): The project section would require a temporary construction easement on the planned bicycle path along Stage Road, if the bikeway

exists before construction of the project section. The bikeway would pass underneath the existing railroad bridge. The existing railroad bridge would be widened on both sides to accommodate the new mainline track and realigned existing tracks. Improvements could require a large crane to drop concrete piers, abutments, and box girders. Although the bike path would be protected by scaffolding, the project would temporarily interfere with its use because intermittent closures to the bicycle path would be a temporary disruption.

Brea Creek Bastanchury Corridor (Planned): The project section would require a temporary construction easement on the path along Dale Street and on the southwest corner of Dr Sam Way, if the path is completed before construction begins. The path would be protected with scaffolding. The existing railroad bridge over Dale Street would be widened, and Dale Street would be lowered to provide the required clearance. Improvements could require a large crane to drop concrete piers, abutments, and box girders. Although the bike path would be protected by scaffolding, the project would temporarily interfere with the protected activities because intermittent closures to the bicycle path would be a temporary disruption.

Rio Hondo River Trail: Construction of the project section would occur adjacent to the Rio Hondo River Trail; the project improvements and proposed work would be completed within the resource boundaries of the trail. The trail would pass directly beneath the proposed alignment for approximately 100 feet. The project would require temporary water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. A temporary construction staging area would be located on the trail as it approaches the bridge from the north. Improvements could require a large crane to drop concrete piers, box girders, and girders. Although scaffolding would protect the resource, depending on the area of work, construction activities would occur on the trail, which could result in short-term closures to the resource. Construction equipment and haul trucks may require the use of trail, which would result in diminished access to the resource. However, the diminished access would be temporary and intermittent.

Rio Hondo River Bike Path: Construction of the project section would occur adjacent to the bike path; the project improvements and proposed work would be completed within the resource boundaries of the path. The path would pass directly beneath the proposed alignment for approximately 100 feet. The project would require temporary water crossing work at the Rio Hondo and spreading grounds to accommodate bridge-widening work. A temporary construction easement would be located on the trail as it approaches the bridge from the north. Improvements could require a large crane to drop concrete piers, box girders, and girders. Although scaffolding would protect the resource, depending on the area of work, construction activities would occur on the path, which could result in short-term closures to the resource. Construction equipment and haul trucks may require the use of the path, which would result in diminished access to the resource. However, the diminished access would be temporary and intermittent.

San Gabriel River Trail: Construction of the project section would occur within the San Gabriel River Trail within the resource boundaries of the trail. The trail would pass directly beneath the proposed alignment for approximately 100 feet. The project would require water crossing work to accommodate bridge work on the San Gabriel River. A temporary construction easement would be located on the trail. The existing railroad bridge would be widened on the southern side to accommodate the new mainline track. Construction in the area would result in diminished access to the resource. However, the diminished access would be temporary and intermittent and would not prevent the use of the resource. The trail would be protected with scaffolding to remain operational during construction. Improvements could require a large crane to drop concrete piers, abutments, and box girders in the vicinity of the trail. The project would temporarily interfere with activities during intermittent closures to the trail, which would be a temporary disruption.

San Gabriel River Bike Path: Construction of the project section and proposed work would occur within the San Gabriel River Bike Path within the resource boundaries of the bike path. The path would pass directly beneath the proposed alignment for approximately 100 feet. The project would require water crossing work to accommodate bridge work on the San Gabriel River. The

existing railroad bridge would be widened on the southern side to accommodate the new mainline track. A temporary construction easement would be located on the path. Construction in the area would result in diminished access to the resource. However, diminished access would be temporary and intermittent and would not prevent the use of the resource. The bike path would be protected with scaffolding to remain operational during construction. Improvements could require a large crane to drop concrete piers, abutments, and box girders in the vicinity of the bike path. The project would temporarily interfere with activities during intermittent closures to the bike path, which would be a temporary disruption.

Coyote Creek North Fork Bikeway: The project section would require a temporary construction easement on the path. The path runs under the alignment where the existing railroad bridge would be widened; however, the bicycle path would be protected with scaffolding to remain operational. Improvements could require a large crane to drop concrete piers, abutments, and box girders. Although the bike path would be protected by scaffolding, the project section would temporarily interfere with activities during intermittent closures to the bicycle path, which would be a temporary disruption.

Union Pacific Trail Phase II: Construction of the project section would occur directly adjacent to and within the resource boundaries of Union Pacific Trail Phase II. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would be realigned. Construction vehicles using Highland Avenue and Richman Avenue for grading and other related activities could result in temporary diminished access to portions of the resource, because they would occur adjacent to the bike path. However, detours using existing roadways or other public rights-of-way would be provided during construction and would include adequate signage, lighting, and other measures to meet public safety requirements. Given this, diminished access would be temporary and intermittent and would not prevent the use of the resource. Nevertheless, the Shared Passenger Track Alternatives would temporarily interfere with activities during intermittent closures to the trail, which would be a temporary disruption.

PK-IAMF#1 requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. However, construction activities associated with the project could still temporarily diminish access to the paths identified above. Even with **PK-IAMF#1**, temporary impacts during project construction could temporarily create a barrier for access or prevent use of resources.

Mitigation measure **PR-MM#1**, **Temporary Restricted Access to Park Facilities During Construction**, described in more detail in Section 3.15.7, will reduce this impact. Under **PR-MM#1**, the contractor will prepare a technical memorandum that provides information on how connections to the unaffected trail portions and nearby roadways will be maintained during construction so that these trails would remain open to users.

With implementation of **PR-MM#1**, portions of the planned Coyote Creek Main Branch Bikeway Extension, portions of the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II will remain open and accessible during project construction and detours would be established for portions of the paths that would be temporarily closed during construction. Therefore, Shared Passenger Track Alternative A would not prevent access to or use of these trails. Construction of Shared Passenger Track Alternative A would not result in diminished access to the remaining resources.

Furthermore, **PR-MM#2**, **Providing Park Access**, described in more detail in Section 3.15.7, will ensure that connections to recreational resource portions or nearby roadways are maintained after construction. Under **PR-MM#2**, prior to construction, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided.

Implementation of **PR-MM#2** would ensure connections are maintained after construction if any portions of the resource have lost use of its functionality for the planned Coyote Creek Main Branch Bikeway Extension, portions of the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II. Therefore, the project section would not prevent permanent access to or use of these trails. Construction of the project would not result in diminished access during construction at the remaining resources.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B that includes the 15th Street LMF would be the same as those described for Shared Passenger Track Alternative A in terms of temporary and intermittent construction impacts that would diminish access to or use of recreational resources. With the inclusion of the 15th Street LMF, no additional recreational resources would be affected under this alternative.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in the same area that would be modified under the Shared Passenger Track Alternatives, where there are no temporary construction easements or roadway closures that would affect access to resources. No other recreational resources are anticipated to be affected by construction of this HSR station option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared Passenger Track Alternatives, but would not require additional temporary construction easements or roadway closures that would diminish access to recreational resources. No other recreational resources are anticipated to be affected by construction of this HSR station option.

CEQA Conclusion

Construction of the project would not diminish access to or established use of the following recreational resources: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Los Angeles River Trail Extension (planned), Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, Magnolia Park, Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Park, Truslow Park, Colony Park, John Zimmerman Park, Fullerton Pooch Park, Janet Evans Swim Complex, Independence Park, Amerige Park, Citrus Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, John H. Glenn High School, Pacific Drive Elementary School, and Santa Ana River Trail and Parkway. During project construction temporary access impacts on the following recreational resources may occur: Brea Creek Bastanchury Corridor (Planned), Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II. **PK-IAMF#**1 will minimize impacts on these recreational resources during construction. However, even with incorporation of **PK-IAMF#1**, diminished access to the planned Coyote Creek Main Branch Bikeway Extension, portions of the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II could prevent the use of these resources, or create a barrier to the use of these resources, during construction. Therefore, the Authority would implement **PR-MM#1**, which requires the Authority to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction, thereby minimizing temporary impacts and maintaining access during construction. Additionally, **PR-MM#2** would be implemented to further reduce construction-related impacts on the resources listed above by requiring the contractor to prepare a technical

memorandum to the Authority documenting how the contractor will ensure that connections are maintained through construction and during operation. Therefore, through implementation of **PR-MM#1** and **PR-MM#2**, any perceived barriers to the access to or use of these resources will be eliminated and the impact under CEQA would be less than significant after mitigation for the specific resources discussed above.

Impact PR-5: Permanent Easements or Acquisitions of Property from Parks and Recreation Due to Construction

Shared Passenger Track Alternative A

The permanent acquisition of property or establishment of permanent easements on recreational resources could restrict access to or prevent the use of the remaining recreational resources on those properties. Depending on the size and location of the property acquisition, or easement, that acquisition or easement could potentially reduce the capacity, function, or value of the resource. Under Shared Passenger Track Alternative A, the following recreational resource would be affected by construction impacts resulting from permanent easements or permanent property acquisitions.

Union Pacific Trail Phase II: Union Pacific Trail Phase II is a 0.5-mile Class I bike path, currently under construction, that would run along the existing Union Pacific Railroad rail corridor in Fullerton and extend the existing 8-mile trail. Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the bike path. The existing railroad corridor would be widened along the south side in this area, and permanent fencing would be installed along the new boundary of the rail corridor, resulting in a portion of the planned landscaping and bioswale being permanently acquired. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would need to be realigned to maintain trail connectivity. This would constitute a permanent change to its planned configuration that could reduce the capacity, function, or value of the resource.

With implementation of **PR-MM#4, Replacement of Property Acquired from Existing or Planned Multiuse Trails and Paths**, impacts on the resource will be minimized. **PR-MM#4** requires the Authority to consult with the City of Fullerton, the agency with jurisdiction over the Union Pacific Trail Phase II, to identify an alternative route for the continuation of the trail. Identification of the alternative route must be determined to be feasible for the intended use by the respective Public Works Department, Parks and Recreation Department, or other equivalent authority in the City of Fullerton prior to the establishment of the permanent easement or permanent conversion of the City of Fullerton–owned lands.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B that includes the 15th Street LMF would be the same as those described for Shared Passenger Track Alternative A in terms of permanent easements or permanent property acquisitions on recreational resources within the RSA. The alternatives differ only in the LMF site; however, no additional recreational resources would be affected under this alternative.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. No other recreational resources are anticipated to be affected by construction of this HSR station option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. No other recreational resources are anticipated to be affected by construction of this HSR station option.

CEQA Conclusion

At the Union Pacific Trail Phase II, a significant impact would occur because of construction-related permanent easement impacts. Therefore, CEQA requires mitigation with respect to this specific resource. Mitigation measure **PR-MM#4** would be implemented to reduce construction-related permanent easement impacts by requiring the Authority to consult with the officials with jurisdiction to identify an alternative route for the continuation of the trail. Therefore, with implementation of **PR-MM#4**, construction impacts on the Union Pacific Trail Phase II would not reduce the capacity, function, or value of the resource. As such, impacts from permanent conversion of property from recreational resources to rail right-of-way associated with the project would be reduced to less-than-significant levels pursuant to CEQA.

Operational Impacts

Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use

Shared Passenger Track Alternative A

Operation of Shared Passenger Track Alternative A would generate noise from passing trains that have the potential to be audible to users of existing and planned recreational resources. Increased noise levels related to operation and maintenance would be permanent, albeit intermittent, as trains pass and while maintenance is occurring. As previously discussed, land use categories defined by FTA are separated into three categories with varying metrics for transit noise impact criteria: (1) tracts of land where quiet is an essential element in their intended purpose, (2) residences and buildings where people normally sleep where nighttime sensitivity is assumed to be of utmost importance, and (3) institutional land uses with primarily daytime and evening use where it is important to avoid interference with activities such as speech, meditation, and concentration. Refer to Section 3.15.4.3 for the basis of the 700-foot estimated impact distance according to FRA guidance.

The alignment would be over 700 feet from Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Maple Elementary School, Thomas B. Moffitt Elementary, La Mirada Adult School, Fullerton Union High School, and Bandini Park/Batres Community Center. In addition, there are physical barriers between the alignment and these resources (e.g., busy streets, rows of homes or businesses). Given the distance of these resources from the alignment and their location in an urban area with current noise sources and existing physical structures serving as barriers to noise, noise from passing trains would not be perceptible to users of these resources. The resources listed above are not discussed further.

As discussed in Section 3.4, no noise or vibration impacts are predicted to occur at institutional land uses (Category 3) from project operation. Refer to Table 3.4-16 in Section 3.4 for institutional noise impact assessments. The recreational resources discussed below are in an existing rail corridor, rather than a new rail corridor, and are in an urban area with current noise sources. However, operational noise may be audible to users of the following resources under Shared Passenger Track A.

- **Los Angeles River Trail Extension (Planned):** The planned trail would run adjacent to the alignment on the eastern side of the river for approximately 2.5 miles. An additional segment of the trail would run along the southern side of the 26th Street LMF for an approximate distance of 0.5 mile. The path would be used primarily for active recreation such as a dedicated path for bicycling, walking, running, and skateboarding uses. Passing trains would be audible to trail users of the resource near the alignment. However, this planned trail would be planned along an existing rail corridor and noise would not disrupt normal use or enjoyment of the resource, because noise levels would be intermittent. In addition, this trail would be considered an active recreational resource as opposed to a passive, noise-sensitive resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The bike path would pass under the alignment for approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users near and pass under the alignment. However, this planned trail would be planned along an existing rail corridor and noise would not disrupt normal use or enjoyment of the resource, as noise levels would be intermittent. In addition, this trail would be considered an active recreational resource as opposed to a passive, noise-sensitive resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Neff Park:** The alignment would be approximately 500 feet from the resource. The park contains basketball courts, tennis courts, horseshoe pits, a playground, and picnic areas. The park contains a collection of picnic tables under a group of trees approximately 530 feet from the track centerline that is considered a passive use; therefore, based on FRA and FTA guidance, this park is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, as noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-16 in Section 3.4 for additional details regarding noise impact assessment of Neff Park.
- **Brea Creek Bastanchury Corridor (Planned):** The planned bike path would pass under the alignment and new bridge access structures along Dale Street for approximately 350 feet. The path would be used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users approach and pass under the alignment. In addition, this path would be considered an active recreational resource as opposed to a passive, noise-sensitive resource; therefore, operational noise impacts are not anticipated based on FRA criteria.
- **Adlena Park:** The alignment would be approximately 600 feet from the resource. The park features include a softball field, basketball courts, a children's play area, a spray pool, picnic tables, a lighted baseball field, and barbeques. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Rio Hondo River Trail:** The trail would pass under the alignment for a combined distance of approximately 100 feet. The trail is used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users approach and pass under the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Rio Hondo River Bike Path:** The bike path would pass under the alignment for a distance of approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to users of the bike path as users approach and pass under the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **San Gabriel River Trail:** The trail would pass under the alignment for approximately 100 feet. The trail is used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users approach and pass under the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **San Gabriel River Bike Path:** The bike path would pass under the alignment for approximately 100 feet. The resource is a dedicated bike path used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to users of the bike path as users approach and pass under the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

- **John Zimmerman Park:** The alignment would be approximately 130 feet from the outdoor recreational facilities. Active recreation at the park includes baseball fields and a children's play area. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **John H. Glenn High School:** The alignment would be approximately 141 feet from the school's closest recreational facility. The school also has basketball courts, tennis courts, baseball fields, a football field, and soccer field. The school is considered a Category 3 land use; therefore, based on FRA and FTA guidance, this school is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, because noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-16 in Section 3.4 for additional details regarding noise impact assessment of John H. Glenn High School.
- **Coyote Creek North Fork Bikeway:** The bike path would pass under the alignment for approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, walking, and skateboarding. Passing trains would be audible to trail users as trail users approach and pass under the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Fullerton Pooch Park:** The alignment would be adjacent to the park. The park is primarily used as a dog park. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Pacific Drive Park:** The project section is approximately 530 feet from the resource. Active recreation includes a children's play area and basketball courts. A parking lot, landscape, a residential area, and Fullerton Pooch Park separate this resource from the alignment. Operational noise may be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Pacific Drive Elementary School:** The project section is approximately 288 feet from the resource. The school is near an existing rail in an urban area. Active recreation includes a children's play area and basketball courts. The school's bus parking lot, landscape, and Fullerton Pooch Park separate this resource from the alignment. The school is considered a Category 3 land use; therefore, based on FRA and FTA guidance, this school is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, because noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-16 in Section 3.4 for additional details regarding noise impact assessment of Pacific Drive Elementary School.
- **Janet Evans Swim Complex:** The alignment would be adjacent to Janet Evans Swim Complex. Active recreation facilities include two outdoor swimming pools. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Independence Park:** The alignment would be adjacent to Independence Park. Active recreation facilities include an outdoor skate park, handball courts, picnic tables, and a children's play area. Although this park has mostly active recreational land use closest to the rail corridor, the park contains two picnic tables under a tree approximately 330 feet from the track centerline that are considered a sensitive receiver; therefore, based on FRA and FTA

guidance, this park is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, as noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-15 in Section 3.4 for additional details regarding noise impact assessment of Independence Park.

- **Amerige Park:** The alignment would be approximately 50 feet away. Active recreation facilities include a baseball field and a soccer field. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Citrus Park:** The alignment would be adjacent to Citrus Park. Active recreation facilities include a basketball court, a volleyball court, and an open play area. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Colony Park:** The alignment would be approximately 475 from Colony Park. Active recreational facilities include a children's play area and a water feature. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Thomas Jefferson Elementary School:** The project section is approximately 605 feet from the school's playing field. Other recreational facilities at the school include a children's play area and basketball courts. The school is considered a Category 3 land use; therefore, based on FRA and FTA guidance, this school is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, because noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-16 in Section 3.4 for additional details regarding noise impact assessment of Thomas Jefferson Elementary School.
- **Olive Street Elementary School:** The project section is approximately 590 feet from the school's playing field. Other recreational facilities at the school include a children's play area, handball courts, and basketball courts. The school is considered a Category 3 land use; therefore, based on FRA and FTA guidance, this school is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, becuase noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-16 in Section 3.4 for additional details regarding noise impact assessment of Olive Street Elementary School.
- **Union Pacific Trail Phase II:** The alignment would be adjacent to Union Pacific Trail Phase II. The trail would be used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users approach and pass near the alignment. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Union Pacific Railroad Right-of-Way Multipurpose Path:** The alignment would be approximately 195 feet from the Union Pacific Railroad Right-of-Way Multipurpose Path. The multiuse path would be used primarily for active recreation such as bicycling, running, and walking. Operational noise would likely be perceptible to users of the path. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Union Pacific Park:** The alignment would be approximately 160 feet from the park. Active recreation includes basketball and an open play area. Operational noise would likely be perceptible to users of the outdoor recreational facilities. Although operational noise may be

perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

- **Truslow Park:** The alignment would be approximately 210 feet from the park. Active recreation includes an open play area. Operational noise would likely be perceptible to users of the outdoor recreational facilities. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- **Magnolia Park:** The alignment would be approximately 645 feet from the park. Facilities include active and passive recreation such as a children's play area, a group picnic shelter, benches, and a walking path. The park contains benches regularly spaced around the walking path; therefore, based on FRA and FTA guidance, this park is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the locations of noise-sensitive uses with respect to the HSR tracks, as noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels. Refer to Table 3.4-15 in Section 3.4 for additional details regarding noise impact assessment of Magnolia Park.
- **Santa Ana River Trail and Parkway:** The Santa Ana River Trail and Parkway runs along the southeastern edge of the ARTIC station area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project section. The path is used primarily for active recreation such as bicycling, running, and walking. Operational noise would be perceptible to users approaching the station. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

Shared Passenger Track Alternative B

Operational impacts for Shared Passenger Track Alternative B that includes the 15th Street LMF would be similar to those of Shared Passenger Track Alternative A in terms of operational noise on recreational resources. The planned Los Angeles River Trail would be the exception. Of the 2.5 miles of trail that would be adjacent to the alignment on the eastern side of the river, approximately 0.7 mile would be near the 15th Street LMF. Because a longer portion of the trail would be near the LMF compared to Shared Passenger Track Alternative A, Shared Passenger Track Alternative B would generate increased noise from passing trains that would likely be audible to the users of the resource in the area. However, the trail would be planned along an existing rail corridor and noise would not disrupt normal use or enjoyment of the resource, as noise levels would be intermittent. In addition, this trail would be considered an active recreational resource as opposed to a passive, noise-sensitive resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. The HSR station elements would be the same distance from the nearest resource, John Zimmerman Park. The HSR trains would operate on the same tracks as under the Shared Passenger Track Alternatives, but at lower speeds to approach the station, which reduces noise levels.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Although the HSR facilities, buildings, and parking would be closer to the nearest resources, which are Union Pacific Park and the Union Pacific Railroad Right-of-Way Multipurpose Path, compared to the Shared Passenger Track Alternatives, these stationary facilities would not generate a noise impact. The HSR trains would operate on the same tracks as under the Shared Passenger Track Alternatives, but at lower speeds to approach the station, which reduces noise levels.

CEQA Conclusion

The Shared Passenger Track Alternatives would not result in operational impacts from noise on recreational resources. Although operational noise would be audible at the aforementioned resources, John H. Glenn High School, Olive Street Elementary School, Pacific Drive Elementary School, Thomas Jefferson Elementary School, Neff Park, Independence Park, and Magnolia Park are the only recreational resources that contain noise-sensitive land uses. However, noise levels with the Shared Passenger Track Alternatives are not expected to exceed existing noise levels at these resources. Therefore, the project section would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. Operation of the Shared Passenger Track Alternatives would not serve as a barrier or a perceived barrier to use of, or access to, recreational resources. Therefore, there would be no impact under CEQA, and CEQA does not require mitigation.

Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use

Shared Passenger Track Alternative A

Once operational, built elements that would be introduced in the project section include the trains; tracks; grade-separated rights-of-way; support structures; landform alterations associated with grading or realignment; lighting and signage; roadway realignments for at-grade crossings, undercrossings, and overcrossings; removal of vegetation; removal of existing structures; and new landscaping and revegetation.

The project section would be over 500 feet from Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Richman Park, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, and Magnolia Park. In addition, there are many physical barriers, such as housing blocks, roadways, and industrial buildings, separating these resources from the project section. Therefore, the project would not result in permanent changes to the character or use of these resources as a result of visual changes.

Although Citrus Park is adjacent to the alignment, the resource would be blocked from views of the project and separated by a fence and vegetated barrier. John H. Glenn High School, Colony Park, Union Pacific Park, and Union Pacific Railroad Right-of-Way Multipurpose Path would also be blocked from views of the project because they are separated by buildings with the inclusion of walls.

Views of Shared Passenger Track Alternative A are anticipated at the following resources. Although visual changes during operation would not prevent use of the resources, they may deter some users from the resource and influence them to use nearby recreational resources instead.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The project section would pass over the proposed bike path. It would be adjacent to Coyote Creek in an urban setting. As discussed in Section 3.16, the planned Coyote Creek Main Branch Bikeway Extension would be within the Gateway Cities Landscape Unit. If the bikeway is built prior to operation of Shared Passenger Track Alternative A, the operations and built elements, including the relocation and modifications associated with the Buena Park Metrolink Station and widening of the existing railroad bridge over Coyote Creek, would represent visible changes to the bikeway. The built elements and train operations of the project would also be visible to users as they approach and pass under the project for approximately 100 feet. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the density and character of the area. The overhead contact system (OCS) to accommodate HSR service would also represent an increase in the structure height compared to existing conditions.

- **Los Angeles River Trail Extension (Planned):** Approximately 2.5 miles of the planned trail would run along the eastern side of the river, parallel to the project section. An additional segment of the trail would run along the southern side of the 26th Street LMF for an approximate distance of 0.5 mile. As discussed in Section 3.16, the planned Los Angeles River Trail Extension is identified as being a key viewpoint (KVP) within the Downtown Los Angeles Landscape Unit (refer to photographs of the existing conditions at KVP 3 and simulations of the conditions under the project presented on Figure 3.16-5 through Figure 3.16-12 in Section 3.16). If the planned trail is built prior to operation of Shared Passenger Track Alternative A, built elements and train operations associated with the 26th Street LMF, including layover tracks and mainline tracks, a communications tower, and a TPSS, would represent a visible change to the planned trail. Additionally, the OCS to accommodate HSR service would also represent an increase in structure height compared to existing conditions. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the density and character of the area.
- **Brea Creek Bastanchury Corridor (Planned):** The project section would pass over the proposed bike path. It would be adjacent to Brea Creek from east to west, and run south along Dale Street, west along Artesia Boulevard, and north along Stanton Avenue to rejoin Brea Creek in an urban setting. As discussed in Section 3.16, the planned Brea Creek Bastanchury Corridor would be within the Fullerton/Anaheim Landscape Unit. If the bike path is built prior to operation of Shared Passenger Track Alternative A, built elements associated with the rail line, bridge widening, and station modifications related to the Buena Park Metrolink Station would be visible from bike path to users as they approach and pass under the project for approximately 80 feet. The OCS to accommodate HSR service would also represent an increase in structure height compared to existing conditions. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the density and character of the area.
- **Rio Hondo River Trail:** The project section would pass over the trail. It is adjacent to the Rio Hondo and spreading grounds in an urban setting. As discussed in Section 3.16, the Rio Hondo River Trail is identified as being a KVP within the Gateway Cities Landscape Unit (refer to photographs of the existing conditions at KVP 9 and simulations of the conditions under the project presented on Figure 3.16-13 through Figure 3.16-32 in Section 3.16). The built elements associated with the rail line, bridge widening, and train operations of the project would be visible to users as they approach and pass under the project for approximately 100 feet. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions that would obstruct views of mountains to the east for eastbound bike path users as they approach and pass under the project. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Rio Hondo River Bike Path:** The project section would pass over the path. It is adjacent to the Rio Hondo and spreading grounds in an urban setting. Section 3.16 identified the Rio Hondo River Bike Path as being a KVP within the Gateway Cities Landscape Unit (refer to photographs of the existing conditions at KVP 9 and simulations of the conditions under the project depicted on Figure 3.16-13 through Figure 3.16-32 in Section 3.16). The built elements associated with the rail line, railroad bridge widening, and train operations of the project would be visible to users as they approach and pass under the project for approximately 100 feet. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions that would obstruct views of mountains to the east for eastbound bike path users as they approach and pass under the project. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.

- **San Gabriel River Trail:** The project section would pass over the trail. It runs adjacent to the San Gabriel Bike Path along the San Gabriel River in an urban setting. As discussed in Section 3.16, the San Gabriel River Trail is identified as being a KVP within the Gateway Cities Landscape Unit (refer to photographs of the existing conditions at KVP 10 and simulations of the conditions under the project presented on Figure 3.16-13 through Figure 3.16-32 in Section 3.16). The built elements associated with the rail line, railroad bridge widening, and train operations of the project would be visible to users as they approach and pass under the project section for approximately 100 feet. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **San Gabriel Bike Path:** The project section would pass over the bike path. It runs adjacent to the San Gabriel River Trail along the San Gabriel River in an urban setting. Section 3.16 identified the San Gabriel Bike Path as being a KVP within the Gateway Cities Landscape Unit (refer to photographs of the existing conditions at KVP 10 and simulations of the conditions under the project depicted on Figure 3.16-13 through Figure 3.16-32 in Section 3.16). The built elements associated with the rail line, railroad bridge widening, and train operations of the project would be visible to users as they approach and pass under the project section for approximately 80 feet. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **John Zimmerman Park:** The project section would be 130 feet from this park and would be visible to resource users. As discussed in Section 3.16, John Zimmerman Park is identified as being a KVP within the Gateway Cities Landscape Unit (refer to photographs of the existing conditions at KVP 13 and simulations of the conditions under the project depicted on Figure 3.16-13 through Figure 3.16-32 in Section 3.16). Currently, the existing rail line is visible beyond the park; however, built elements associated with modifications to the existing Norwalk/Santa Fe Springs Metrolink Station and operation of the project would differ from existing conditions because the existing project section is at grade, and the project would introduce an elevated viaduct. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Coyote Creek North Fork Bikeway:** The project section would pass over the bike trail, which is adjacent to Coyote Creek in an urban setting. As discussed in Section 3.16, the planned Coyote Creek North Fork Bikeway is within the Gateway Cities Landscape Unit. The built elements, including the widening of the existing railroad bridge over North Fork Coyote Creek, and operations of the project would be visible to users as they approach and pass under the project for approximately 100 feet. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Fullerton Pooch Park:** The project section would be adjacent to the park and visible to park users. Section 3.16 identifies Fullerton Pooch Park as being within the Fullerton/Anaheim Landscape Unit. Although most of the built elements associated with the rail line and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Pacific Drive Elementary School:** The project section would be approximately 288 feet from the school's play field and partially visible to users of the play field. Section 3.16 identifies Pacific Drive Elementary School as being within the Fullerton/Anaheim Landscape Unit.

Views from the play field would be partially screened by existing site features to the north, including the school's bus parking lot and Fullerton Pooch Park. These features would limit direct views of the rail corridor and operational activities. Although most of the built elements associated with the rail line and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would still represent a visual change by increasing the amount and intensity of visible development. However, because of the presence of intervening features and the existing urban context, operational visual impacts are expected to be minor and not adversely affect the use or character of the school's recreational areas.

- **Janet Evans Swim Complex:** The project section would be adjacent and visible to resource users. Section 3.16 identifies Janet Evans Swim Complex as being within the Fullerton/ Anaheim Landscape Unit. Although most of the built elements associated with the rail line and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Independence Park:** The project section would be adjacent and visible to resource users. Section 3.16 identifies Independence Park as being within the Fullerton/Anaheim Landscape Unit. Although most of the built elements associated with the rail line and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Amerige Park:** The project section would be 50 feet away and visible to park users. The park is in an urbanized part of Fullerton. Section 3.16 identifies Amerige Park as being within the Fullerton/Anaheim Landscape Unit. Built elements include fencing, OCS, realignment of Walnut Avenue, and rail line. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Union Pacific Trail Phase II:** The project section would be adjacent to the trail and would be visible to users. During operation, visual elements that would be introduced in views of the Union Pacific Trail Phase II include trains, tracks, grade-separated rights-of-way, landform alterations, lighting and signage, removal of vegetation, new landscaping and revegetation, and fencing along the rail corridor. Although most of the built elements, including rail line, and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development. In addition, as noted above, permanent fencing would be installed along the southern track in this area, resulting in a portion of the planned landscaping and bioswale being permanently acquired. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would be realigned, resulting in a visual change to the realigned segment and users of the path.
- **Santa Ana River Trail and Parkway:** The Santa Ana River Trail and Parkway runs along the southeastern edge of the ARTIC area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project. Section 3.16 identifies the planned Santa Ana River Trail and Parkway as being within the Fullerton/Anaheim Landscape Unit. The HSR platforms and facilities at ARTIC and the project section would be visible to trail users. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.

Project operational activities would alter the existing visual environment for the life of the system. Impacts of the project will be reduced through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2** to substantially avoid or minimize impacts on viewers, visual character, and visual quality.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A in terms of permanent visual changes on certain recreational

resources. The alternatives differ only in the LMF site and the planned Los Angeles River Trail would be the exception. The planned trail would be approximately 0.15 mile to the east of the 15th Street LMF, on the eastern side of the river, and would run parallel to the LMF for approximately 0.7 mile. The 15th Street LMF is proposed next to the existing Redondo Junction Roadhouse, on the west bank of the Los Angeles River, where the current maintenance already occurs. The 15th Street LMF would convert the existing industrial uses and big-box warehouses to the LMF but would be observed as a visual expansion of the existing rail facilities. Because it would be next to an existing rail yard in an area that is very industrialized, the scale and size of the proposed LMF would not substantially alter or degrade existing views. The resource would experience a larger amount of permanent visual changes compared to Shared Passenger Track Alternative A as a result of the 26th Street LMF being indiscernible to the resource, once operational. The LMF and passing trains would represent permanent visual changes to the planned resource; however, the presence of the train cars themselves would be limited in both frequency and duration. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, train cars would be temporarily visible but intervening industrial development often obstructs sightlines to the rail corridor, and there is an established presence of other train cars on the existing railway. Therefore, train operations at the LMF are not expected to contribute to visual quality impacts.

Adherence to **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce impacts on viewers, visual character, and visual quality associated with operation of Shared Passenger Track Alternative B and the LMF.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. The HSR station elements would be within the same distance from the nearest resource, John Zimmerman Park. No other recreational resources are anticipated to be affected by operation of this HSR station option.

Adherence to **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce impacts on viewers, visual character, and visual quality associated with operation of the HSR station option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives within the station area. The HSR station elements would be closer to Union Pacific Park and Union Pacific Railroad Right-of-Way Multipurpose Path, which would experience visual changes. These resources would experience more impacts from permanent visual changes compared to the Shared Passenger Track Alternatives because the HSR platform, facilities, and parking would be visible. The parked and moving vehicles would represent permanent visual changes to the station and increase the amount and intensity of visible development to the resources. Although these visual changes would not prevent use of the resources, they may deter some users from the recreational resources.

Adherence to **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce impacts on viewers, visual character, and visual quality associated with operation of the HSR station option.

CEQA Conclusion

Operation of the Shared Passenger Track Alternatives would introduce a permanent visual change to some of the recreational resources. However, impacts of the Shared Passenger Track Alternatives would be reduced through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2** to substantially avoid or minimize impacts on viewers, visual character, and visual quality. Therefore, project operation would not prevent the use of established or planned parks, recreation, or open space because of visual changes, or create a barrier to access to such resources because of visual changes. Visual changes during project operation may influence some users of the resource to instead use nearby recreational resources that do not experience visual changes. However, the temporary increase in use of nearby recreational resources would

not be such that substantial physical deterioration of the resources would occur. Therefore, the impact under CEQA would be less than significant and CEQA does not require mitigation.

Impact PR-8: Deterioration of Recreational Resources from Increased Use

Shared Passenger Track Alternative A

Operation of Shared Passenger Track Alternative A could increase the use of recreational resources within the RSA. However, as discussed in Section 3.18.6, Environmental Consequences, the project section would not result in substantial permanent increases in resident or worker population in the general area of the project corridor or localized areas in the project vicinity. Although project operation would attract some new residents to the region, this population growth would be small compared to the projected growth in the region and could be accommodated under existing plans. Shared Passenger Track Alternative A would contribute a relatively small increase in the projected regional population growth in Los Angeles and Orange Counties. The induced long-term population growth in the two counties would be 12,620 people or 0.08 percent, in addition to the 2040 projection of an estimated 15.0 million people under the No Project Alternative in Los Angeles and Orange Counties. Because the increase in population would be minor and spread throughout Los Angeles and Orange Counties, it is not anticipated that Shared Passenger Track Alternative A would result in substantial physical deterioration of the recreational resources as a result of increased use of the resource.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B would be the same as those of Shared Passenger Track Alternative A in terms of deterioration of recreational resources from increased use. The alternatives differ only in the LMF site; however, no additional recreational resources would be affected under this alternative.

High-Speed Rail Station Options

<u>High-Speed Rail Station Option: Norwalk/Santa Fe Springs</u>

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Inclusion of the HSR station option is not expected to induce substantial growth that would lead to deterioration of recreational resources from increased use. No other recreational resources are anticipated to be affected by operation of this HSR station option.

<u>High-Speed Rail Station Option: Fullerton</u>

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Inclusion of the HSR station option is not expected to induce substantial growth that would lead to deterioration of recreational resources from increased use. No other recreational resources are anticipated to be affected by operation of this HSR station option.

CEQA Conclusion

The Shared Passenger Track Alternatives would introduce minor additional growth to the region, which could cause additional deterioration of recreational resources from increased use. There would be a less-than-significant impact under CEQA because project operation would result in a minor increase in resident and worker population, spread throughout Los Angeles and Orange Counties, and would not result in an increase in the use of recreational resources such that substantial physical deterioration of the resources would occur. Therefore, CEQA does not require mitigation.

3.15.7 Mitigation Measures

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

3.15.7.1 PR-MM#1: Temporary Restricted Access to Park Facilities During Construction

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

3.15.7.2 PR-MM#2: Providing Park Access

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

3.15.7.3 PR-MM#4: Replacement of Property Acquired from Existing or Planned Multiuse Trails and Paths

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

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

3.15.7.4 Impact of Mitigation

Implementation of **PR-MM#1** will include preparation of a plan to maintain access to recreation resources outside of temporary construction areas, which may include detours. Detours would be planned on existing roadways and would not require new construction. This measure would result in detours outside areas identified as temporary or permanent impact areas for the project section. The precise details of detour routes are not known at this time but, depending on local conditions, they could induce temporary transportation or local air quality effects. Any such effects are expected to be minimal and not significant. Refer to Section 3.15.6.3, Project Impacts, for more information on detours. **PR-MM#2** is expected to have similar impacts as **PR-MM#1** from mitigation.

Implementation of **PR-MM#4** requires the Authority to consult with the public agency with jurisdiction over any existing or planned multiuse paths or trails required for HSR improvements that would require the establishment of a permanent easement or permanent conversion to rail right-of-way. The details regarding realignment of the linear resource would be discussed and finalized during coordination between the Authority and the agency with jurisdiction and continued access, function, and use of the resource would not be impeded.

3.15.7.5 Early Action Projects

Table 3.15-6 lists the mitigation measures required for the early action projects.

Table 3.15-6 Mitigation Measures Required for Early Action Projects

Early Action Project	Impacts	Mitigation Measures
Buena Park Metrolink Station Relocation	PR-4: Project Construction Would Diminish Access to or Established Use of Recreational Resources ▪ Temporary diminished access on the Coyote Creek Bikeway Extension (Planned)	PR-MM#1 PR-MM#2

3.15.8 NEPA Impacts Summary

This section summarizes the impacts of the Shared Passenger Track Alternatives and compares them to the anticipated impacts of the No Project Alternative.

3.15.8.1 No Project Alternative

Planned development and transportation projects that would occur under the No Project Alternative would likely include mitigation to address any impacts on parks, recreation, and open space resources. These planned development activities could include demolition, new construction, ground disturbance and compaction in construction and staging areas, accelerated erosion or increased flooding associated with changes in drainage patterns, and development of new borrow sites, and could lead to impacts on parks, recreation, and open space resources.

The reasonably foreseeable development under the No Project Alternative would be evaluated to determine the significance of impacts and mitigation measures, as needed, to avoid or reduce potentially significant impacts. It would be the affected jurisdictions' responsibility to ensure compliance with established regulations. Otherwise, the No Project Alternative would not result in the physical alteration of existing parks or other recreational facilities, or result in a need to provide new parks or other recreational facilities, the construction of which would cause significant environmental impacts to maintain acceptable service ratios or other performance objectives. Impacts resulting from conflicts with existing and planned parks, recreation, or open space resources or the physical alteration of these recreation resources from the No Project Alternative were determined to have no impact.

Furthermore, under the No Project Alternative, because no construction activity would occur, there would be no additional temporary or permanent increases in noise, fugitive dust, or visual changes experienced by users at parks, recreation, and open space resources within the RSA. In addition, access to parks, recreation, and open space resources would not be temporarily or permanently diminished because no construction activities with the potential to reduce access would occur. Additional, permanent increased use of parks, recreation, and open space resources would not occur because there would be no additional increases in resident and worker population than already anticipated.

3.15.8.2 Shared Passenger Track Alternatives

Construction of the Shared Passenger Track Alternatives is not expected to result in adverse effects after mitigation as further described below.

- **Impact PR-1:** Under the Shared Passenger Track Alternatives, construction noise and vibration would be perceptible, but no adverse noise or vibration impacts related to construction activities are expected to occur at parks, recreation, and open space resources.
- **Impact PR-2:** During project construction, increases in fugitive dust would be produced at or near parks, recreation, and open space resources from construction activity, which could influence users of these resources to use other nearby resources. Under Shared Passenger

Track Alternative B, a longer portion of the planned Los Angeles River Trail would experience an increase in fugitive dust. **AQ-IAMF#1** will reduce generation of fugitive dust.

- **Impact PR-3:** Temporary visual changes would occur under the Shared Passenger Track Alternatives. The presence of HSR construction equipment and activity would temporarily detract from regular use of the resources. Under Shared Passenger Track Alternative B, a longer portion of the planned Los Angeles River Trail would change user views compared to Shared Passenger Track Alternative A. **AVQ-IAMF#1** and **AVQ-IAMF#2** would reduce the visual changes experienced by users of parks, recreation, and open space resources within the RSA.
- **Impact PR-4:** There would be diminished access to several parks, recreation, and open space resources during construction. **PK-IAMF#1** will limit the temporarily diminished access from project construction, and implementation of mitigation measures **PR-MM#1** and **PR-MM#2** would further reduce the impact.
- **Impact PR-5:** Under the Shared Passenger Track Alternatives, construction would require permanent acquisition of approximately 0.18 acre and permanent realignment of an approximate 110-foot segment of the Union Pacific Trail Phase II directly adjacent to the rail corridor in Fullerton. With implementation of **PR-MM#4**, which requires the Authority to consult with the public agency with jurisdiction over the resource regarding the specific conditions of acquisition and replacement of the land that will be acquired, impacts would be reduced.

Operation of the Shared Passenger Track Alternatives is not expected to result in adverse effects as further described below.

- **Impact PR-6:** Under the Shared Passenger Track Alternatives, no noise impacts are predicted to occur at parks and recreational resources from project operation, as discussed in Section 3.4. Operational noise would be perceivable at the resources, but the recreational resources are considered active recreational land uses, are in an existing rail corridor rather than a new rail corridor in an urban area with current noise sources, and are not considered noise sensitive. During project operation, noise from passing trains and maintenance activities would be audible to recreational resources that include passive land uses, but noise levels would not exceed FRA criteria.
- **Impact PR-7:** Visual changes would occur as a result of project operations. Under the Shared Passenger Track Alternatives, visual changes would occur as a result of project operations and may alter the existing visual environment for the life of a resource. Although most of the built elements, including rail line, and operations would be visually similar to the existing rail infrastructure in the existing urban environment, they would represent a visual change with the potential to alter the character or use of a resource. Impacts of the Shared Passenger Track Alternatives will be reduced through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2**, which will substantially avoid or minimize impacts on viewers, visual character, and visual quality.
- **Impact PR-8:** The Shared Passenger Track Alternatives would not result in substantial permanent increases in resident or worker population in the general area of the project corridor or localized areas in the vicinity. Therefore, it is not anticipated that the project would result in substantial physical deterioration of the recreational resources within the RSA as a result of increased use of the resource.

Table 3.15-7 presents a comparison of the potential impacts of the project alternatives followed by a summary of the impacts.

Table 3.15-7 Comparison of Project Alternatives Impacts on Parks, Recreation, and Open Space Resources

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources	Construction activities associated with Shared Passenger Track Alternative A would result in noise and vibration impacts at various recreational resources; however, the majority are primarily used for active recreation uses. Resources that qualify as sensitive receivers would not experience noise levels that exceed FRA criteria. Therefore, construction would not result in noise and vibration impacts.	Similar to Shared Passenger Track Alternative A. If the planned Los Angeles River Trail is built prior to the project, short-term noise and vibration impacts from construction activities have the potential to indirectly affect recreational activity and user experience for approximately 0.7 mile along the 15th St LMF. However, construction noise impacts that would interfere with or diminish use of the resource are not anticipated based on FRA criteria.	Similar to Shared Passenger Track Alternatives within the station area. Construction-generated noise and vibration would be perceptible. Noise levels would be audible at a higher level at this resource; however, because of the distance from the station area and because no noise-sensitive receivers are present at John Zimmerman Park, construction-period noise and vibration impacts that would interfere with or diminish use of the resource are not anticipated based on FRA criteria.	Similar to Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared Passenger Track Alternatives, but would be closer to the nearest resources, which include Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path. However, construction noise and vibration impacts with the potential to interfere with or diminish use of the resources are not anticipated based on FRA criteria.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources	Construction could affect 20 resources with fugitive dust. Project features would include the contractor implementing a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities, which would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.	Similar to Shared Passenger Track Alternative A. Construction of the 15th St LMF would require extensive excavation and grading across the site, as well as a below-grade segment for the yard lead tracks, resulting in higher quantities of fugitive dust compared to Shared Passenger Track Alternative A. Fugitive dust would be minimized through a fugitive dust control plan.	Similar to Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would occur in the same area that would be modified under the Shared Passenger Track Alternatives and would be within the same distance of the nearest resource that would be affected, which is John Zimmerman Park. Incorporation of project features would minimize the amount of fugitive dust.	Similar to Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared Passenger Track Alternatives, but would be closer to the nearest resources, which are Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path. Incorporation of project features would minimize the amount of fugitive dust.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources	Depending on location, viewers at 19 resources could be aware of staging areas, worker parking, and equipment and materials storage areas. The Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned trails, including compliance with the Authority's aesthetics guidelines and aesthetic review process.	Similar to Shared Passenger Track Alternative A. If the Los Angeles River Trail is implemented prior to construction of Shared Passenger Track Alternative B, a longer portion of the Los Angeles River Trail would be visible to construction activity associated with the 15th St LMF, resulting in additional temporary visual changes. Incorporating design features for aesthetics and visual quality would reduce visual impacts and construction would not create a perceived barrier to use.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as those for the Shared Passenger Track Alternatives within the station area. With inclusion of the Fullerton HSR Station Option, additional short-term visual impacts may occur during construction on Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path, which are closer to the station. Incorporating design features for aesthetics and visual quality would reduce visual impacts and construction would not create a perceived barrier to use.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option: Norwalk/Santa Fe Springs	With Inclusion of HSR Station Option: Fullerton
Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources	Access to eight resources would be limited during construction because of construction-related activity, temporary construction easements and placement of equipment and storage areas. Construction activities associated with the project could temporarily diminish access to the foregoing paths or create a barrier for access. Project features (including design features for aesthetics and visual quality and compliance with Authority guidelines and review process) and implementation of mitigation established in this Draft EIR/EIS would ensure construction does not result in diminished access.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	PR-MM#1, PR-MM#2	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact PR-5: Permanent Easements or Acquisitions of Property from Parks and Recreation Due to Construction	Construction of Shared Passenger Track Alternative A would occur directly adjacent to and within the resource boundaries of the Union Pacific Trail Phase II. Approximately 0.18 acre of the resource would be permanently acquired for implementation of the project.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	PR-MM#4	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use	Operations would not result in permanent effects from noise.	Similar to Shared Passenger Track Alternative A. A longer portion of the planned Los Angeles River Trail would be near the LMF, and users of the trail could experience higher levels of operational noise. However, operational noise impacts are not anticipated based on FRA criteria.	Similar to Shared Passenger Track Alternatives within the station area.	Similar to Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use	Operations would result in visual changes to views of the project section from 16 resources, which could influence some users to instead use other nearby recreational resources. Project features (including design features for aesthetics and visual quality and compliance with Authority guidelines and review process) would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	Similar to Shared Passenger Track Alternative A. A longer portion of the planned Los Angeles River Trail would be near the LMF, and users of the trail could experience greater visual changes to views of 15th St. Project features (including design features for aesthetics and visual quality and compliance with Authority guidelines and review process) would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as those for the Shared Passenger Track Alternatives within the station area. Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path are near the Fullerton HSR Station Option's station and parking facilities. The parked and moving vehicles would represent permanent visual changes to views of the station from the trail. Project features would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A
Impact PR-8: Deterioration of Recreational Resources from Increased Use	Operations would not result in deterioration of recreational resources from increased use.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Authority = California High-Speed Rail Authority; EIR/EIS = environmental impact report/environmental impact statement; FRA = Federal Railroad Administration; HSR = high-speed rail; LMF = light maintenance facility; N/A = not applicable; NEPA = National Environmental Policy Act; project section = Los Angeles to Anaheim Project Section

3.15.9 CEQA Significance Conclusions

As described in Section 3.15.4.5, Method for Determining Significance Under CEQA, the impacts of project actions under CEQA are evaluated against thresholds to determine whether a project action would result in no impact, a less-than-significant impact, or a significant impact. Table 3.15-8 contains a summary of the CEQA determination of significance for construction and operational impacts for both Shared Passenger Track Alternatives.

Table 3.15-8 CEQA Significance Conclusions for Parks, Recreation, and Open Space Resources

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources	Less than significant for both project alternatives and HSR station options. Construction would not result in noise and vibration impacts that would interfere with or diminish use of recreational resources.	No mitigation measures are required.	Not applicable	All alternatives and options
Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources	Less than significant for both project alternatives and HSR station options. Project construction has the potential to result in nuisance impacts on nearby recreational resources, but these impacts would be minimized through implementation of a fugitive dust control plan.	No mitigation measures are required.	Not applicable	All alternatives and options
Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources	Less than significant for both project alternatives and HSR station options. Depending on location, viewers could be aware of staging areas, worker activity, equipment, and materials storage areas; however, use of the recreational resources would not be affected by project construction. This may deter some users from the recreational resources during construction to instead use nearby resources that have not experienced visual changes. However, the increase in use of nearby recreational resources would not be large enough to prevent the use of these other resources.	No mitigation measures are required.	Not applicable	All alternatives and options

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources	Significant for both project alternatives and HSR station options. There would be permanent changes affecting access or circulation at the planned Coyote Creek Main Branch Bikeway Extension, the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, Rio Hondo River Bike Path, Coyote Creek North Fork Bikeway, Union Pacific Trail Phase II, San Gabriel River Bike Path, and San Gabriel River Trail.	PR-MM#1, PR-MM#2	Less than significant	All alternatives and options
Impact PR-5: Permanent Easements or Acquisitions of Property from Parks and Recreation Due to Construction	Significant for both project alternatives and HSR station options. Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the Union Pacific Trail Phase II. Approximately 0.18 acre of the resource would be permanently acquired for implementation of the project. Project construction would have the potential to diminish or impede the capacity, use, or quality of the resource.	PR-MM#4	Less than significant	All alternatives and options
Operation				
Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use	Less than significant for both project alternatives and HSR station options. Although operational noise would not prevent the use of resources adjacent to the project footprint, it may cause some users of those specific resources to instead use nearby recreational resources that experience lower noise levels. However, it would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated.	No mitigation measures are required.	Not applicable	All alternatives and options

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use	Less than significant for both project alternatives and HSR station options. Operation would not result in the physical alteration of the existing facilities or a need to provide new parks or other recreation facilities because of visual changes, Visual changes during project operation would not prevent the use of the recreational resources but may influence some users of the resource to instead use nearby recreational resources that do not experience visual changes. However, the temporary increase in use of nearby recreational resources would not be such that substantial physical deterioration of the resources would occur.	No mitigation measures are required.	Not applicable	All alternatives and options
Impact PR-8: Deterioration of Recreational Resources from Increased Use	Less than significant for both project alternatives and HSR station options. There would be a minor increase in resident and worker population, spread throughout Los Angeles and Orange Counties, that would not result in an increase in the use of recreational resources within the RSA such that substantial physical deterioration of the resources would occur.	No mitigation measures are required.	Not applicable	All alternatives and options

CEQA = California Environmental Quality Act; FRA = Federal Railroad Administration; FTA = Federal Transit Administration; HSR = high-speed rail; RSA = resource study area