

### 3.15 Parks, Recreation, and Open Space

This section provides an analysis of the park, recreation, and open space resources associated with the Bakersfield to Palmdale Project Section (B-P) of the California High-Speed Rail (HSR) System.

#### Summary of Results

Three existing recreation resources would be directly affected by the Preferred Alternative, Alternative 2 with the Refined César E. Chávez National Monument Design Option (Refined CCNM Design Option) during project construction. For all B-P Build Alternatives, including the portion of the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) alignment from the intersection of 34th Street and L Street to Oswell Street,<sup>1</sup> project construction would result in permanent acquisitions of land and/or permanent easements from the Pacific Crest Trail (PCT), R. Rex Parris High School, and Dr. Robert C. St. Clair Parkway. With implementation of mitigation measures, the acquisition of land and/or easements from park and recreation resources would have no effect under the National Environmental Policy Act (NEPA) and a less than significant impact under the California Environmental Quality Act (CEQA).

Under Alternatives 1, 2, and 5, the PCT would be realigned per Mitigation Measure PCT-MM#1 to reduce the number of trail crossings under the proposed HSR viaduct. The proposed PCT realignment under Alternatives 1, 2, and 5 per Mitigation Measure PCT-MM#1 would require a permanent easement for the trail and maintenance easement from the property owner.

Operations impacts are analyzed separately from construction impacts. Operation of all B-P Build Alternatives would place the HSR alignment immediately adjacent to the PCT. Therefore, trail users would have views of the trains and noise from passing trains would be perceptible. HSR operation would substantially change the character of this recreation resource in the long term. This effect would be an impact under NEPA and these impacts would be significant under CEQA.

Alternatives 1, 2, 3, and 5 would require the permanent acquisition of the entire R. Rex Parris High School property, including the recreation areas. Therefore, the acquisition of land from this resource would permanently prevent use of the school play areas at this resource.

Alternatives 1, 2, 3, and 5 would require the permanent acquisition of only a very minor amount of land for column footings from the existing Dr. Robert C. St. Clair Parkway. All B-P Build Alternatives would locate footings for four pedestrian overcrossings in the existing parkway. After mitigation, this would have no effect under NEPA and a less than significant impact under CEQA.

Section 3.19, Cumulative Impacts, includes an analysis of cumulative impacts on parks, recreation, and open space. In addition, discussion of parks and recreation facilities that qualify for protection under Section 4(f) is provided in Chapter 4, Draft Section 4(f) and 6(f) Evaluations.

The No Project Alternative would not include the construction or operation of the HSR project or any associated facilities and, therefore, would have no effect on any park, recreation, or open space resources associated with the construction and operation of the HSR.

Parklands, recreational facilities, and open space are important community resources that need to be protected. Because of their importance to community vitality, the 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 impacts on these recreational resources. If impacts are unavoidable, further planning must be completed to try to minimize harm.

<sup>1</sup> The portion of the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) alignment from the intersection of 34th Street and L Street to Oswell Street is analyzed and considered as part of the HSR Bakersfield to Palmdale Project Section under all of the B-P Build Alternatives. The *Fresno to Bakersfield F-B LGA Final Supplemental Environmental Impact Report (EIR)* (California High-Speed Rail Authority [Authority] 2018) approved the F-B LGA alignment from the City of Shafter through the Bakersfield F Street Station (Authority 2018); however, the portion of the F-B LGA alignment from the intersection of 34th Street and L Street to Oswell Street has not been approved. As such, the approval of this portion of the alignment may take place through approval of the Bakersfield to Palmdale Project Section.

### 3.15.1 Introduction

NEPA and CEQA require the consideration of environmental effects of proposed projects on parks, recreation, and open space. This section describes the regulatory setting, the affected environment, and the environmental consequences that would likely result from the project, as well as the mitigation measures that would reduce project environmental consequences on these resources.

Section 3.2, Transportation; Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; Section 3.11, Safety and Security; Section 3.16, Aesthetics and Visual Quality; Section 3.17, Cultural Resources; Section 3.18, Regional Growth; Section 3.19, Cumulative Impacts; Chapter 4, Draft Section 4(f) and 6(f) Evaluations; and Chapter 5, Environmental Justice, provide additional information about issues related to potential parks, recreation, and open space impacts. Those sections describe mitigation measures that would reduce potential impacts on parks, recreation, and open space resources as they reduce impacts in the specified issue areas. The relevant mitigation measures from those sections are summarized later in Section 3.15.7, Mitigation Measures.

In general, this section includes the area from the Bakersfield Station areas to the Palmdale Station but does not include an analysis of the Bakersfield Stations themselves. Each Tier 2 environmental impact report/environmental impact statement (EIR/EIS) includes a section of the HSR system that serves a useful transportation purpose on its own and could function independently even if the adjacent sections were not completed.

### 3.15.2 Laws, Regulations, and Orders

The federal, state, regional, and local regulations, laws, and orders relevant to parks, recreation, and open space are described in the following sections. The Authority and the Federal Railroad Administration (FRA) will comply with all federal and state regulations. The B-P Build Alternatives would be consistent with local plans and policies where policies allow conversion of public parkland to transportation uses with appropriate replacement of converted land or other compensation, consistent with the California Public Park Preservation Act of 1971. General NEPA and CEQA requirements for the assessment and disclosure of environmental impacts are described in Section 3.1, Introduction, and are therefore not restated in this resource section.

#### 3.15.2.1 Federal

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

Section 4(f) of the U.S. Department of Transportation Act declares that “it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” It specifies that the Secretary of the U.S. Department of Transportation may not approve a project that uses 4(f)-protected resources unless there are no prudent or feasible alternatives to such use (permanent, temporary, or constructive) and the project includes all possible planning to minimize harm to such resources, or the agency finds that the project has a *de minimis* impact consistent with the requirements of 49 U.S. Code 303(d). Section 4(f) resources are publicly owned lands of a park, recreation area, or wildlife and waterfowl refuge, or land of a historical site of national, state, or local significance that is listed on or eligible for listing on the National Register of Historic Places, as determined by the federal, state, regional, or local officials having jurisdiction over the resource. Historic properties may be publicly or privately owned.

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. Specifically, a *de minimis* impact would not affect the use of the resource for its intended purpose. For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination can be made after public notice and opportunity to comment where the Authority finds an impact will not adversely affect the qualities or activities that give the property protection under Section 4(f) and where the Authority receives written concurrence in that finding from the official with jurisdiction over the

resource. For historic properties, the State Historic Preservation Officer is the official with jurisdiction.

Evaluation of the project's effects under Section 4(f) is provided later in Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations.

#### **Section 6(f) of the Land and Water Conservation Fund Act (54 U.S. Code § 200305(f) and Code of Federal Regulations Title 36, 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 non-recreational purpose without the approval of 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, location, and usefulness are provided as conditions to such conversions.

No Section 6(f) properties have been identified in the study area as discussed later in Chapter 4, in Section 4.10, Section 6(f).

#### **National Park Service Organic Act (16 U.S. Code §§ 461–467)**

The National Park Service Organic Act created the National Park Service to administer the nation's national parks, which are areas of national significance afforded special recognition and protection in accordance with various acts of Congress. The act also sets the purpose of the park system: "The fundamental purpose of the parks is to conserve the scenery and the natural and historic objects and the wildlife therein, and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." The National Park Service is required to keep park units in an unimpaired state in perpetuity and to provide the highest quality of use and enjoyment of the entire system by visitors today and in the future. Areas in parks designated as natural zones must be managed to ensure that natural ecological processes operate unimpaired unless otherwise specifically provided for in the law creating them. The National Park Service is required to manage native animal life in national parks for its essential role in natural ecosystems. Historic zones in national parks must be managed to provide full protection for cultural resources. The Nuestra Señora Reina de La Paz/César E. Chávez National Monument (La Paz) is a National Monument and thereby falls under the purview of this act.

#### **Wilderness Act (16 U.S. Code §§ 1131–1136)**

The Wilderness Act established the National Wilderness Preservation System to consist of federally owned areas designated by Congress as "wilderness areas." The system is to be administered for the use and enjoyment of the American people in such manner as will leave those areas unimpaired for future use as wilderness and so as to provide for the protection of these areas, the preservation of their wilderness character, and the gathering and dissemination of information regarding their use and enjoyment as wilderness. None of these types of resources are present in the Bakersfield to Palmdale Project Section of the California HSR Project. Therefore, these resources are not discussed further in this parks, recreation, and open space analysis.

#### **National Trails System Act (Public Law 90–543, as amended through Public Law 109-418)**

The National Trails System Act instituted a national system of recreational, scenic, and historic trails by designating the Appalachian Trail and the PCT as the initial components of that system and by prescribing the methods and standards according to which additional components may be added to the system. The Authority is following methods and standards outlined in the National Trails System Act as guidance on how to handle the PCT realignment that would occur as mitigation as a result of Alternatives 1, 2, and 5.

### 3.15.2.2 State

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

The California Public Park Preservation Act of 1971 provides that a public agency that acquires public parkland for non-park use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland of comparable characteristics.

#### California Department of Fish and Wildlife Ecological Reserves (California Fish and Game Code § 1580 et seq. and California Code of Regulations, Title 14 § 630)

This legislation specifies areas as ecological reserves and establishes protections for resources in these areas. None of these types of resources are present in the Bakersfield to Palmdale Project Section of the California HSR Project. Therefore, these resources are not discussed further in this parks, recreation, and open space analysis.

### 3.15.2.3 Regional and Local

County and city general plans (including appropriate general plan elements such as open space and conservation elements), parks and recreation master plans, municipal codes, and maps were used to identify parks, recreation, and open space regulations, plans, and policies related to those types of resources. County, city, and school district websites were also used in the identification of features and recreational facilities at each resource. The local plans and policies identified and considered in this analysis are listed in Table 3.15-1.

**Table 3.15-1 Plans and Policies of Local Jurisdictions**

Jurisdiction	Document	Adoption/ Document Date
City of Bakersfield	City of Bakersfield Recreation and Parks Master Plan	2007
	City of Bakersfield Bicycle Transportation Plan	November 2013
	City of Bakersfield Metropolitan General Plan: Open Space Element; Circulation Element; Parks Element	December 2002 (Amended 2010)
	City of Bakersfield Municipal Code	May 2016
County of Kern	County of Kern Parks and Recreation Department: Parks and Recreation Master Plan	May 2010
	County of Kern General Plan: Land Use, Open Space, and Conservation Element; Circulation Element	September 2009
	Kern County Bicycle Master Plan and Complete Streets Recommendations	October 2012
	Kern County Parks Master Plan	May 2010
	Kern County Bicycle Facilities Plan	October 2001
	Kern County Planning & Community Development Department: Greater Tehachapi Area Specific and Community Plan	October 2010
	Kern County Code of Ordinances	February 2016
Community of Keene	Keene Ranch Specific Plan: Land Use, Open Space, and Conservation Element; Circulation Element	December 1997
Community of Golden Hills	Golden Hills Specific Plan: Land Use, Open Space, and Conservation Element	December 1986
Tejon Ranch Conservancy	Ranch-wide Management Plan, Volume 3: Public Access Plan	June 2013

Jurisdiction	Document	Adoption/ Document Date
Tehachapi Valley Recreation and Parks District	Tehachapi Valley Recreation and Parks District Master Plan	September 2013
City of Tehachapi	City of Tehachapi General Plan: Mobility Element; Public Realm Element; Natural Resources Element	January 2012
	Tehachapi Bicycle Master Plan	May 2012
	Tehachapi Municipal Code	January 2016
Community of Cameron Canyon	Cameron Canyon Specific Plan	June 1986
Community of Rosamond	Rosamond Specific Plan: Public Facilities Element; Land Use Element; Open Space/Conservation Element	April 2008
	Rosamond Community Services District: Park System Master Plan	January 2007
	Rosamond Community Services District: 2015 Park System Master Plan, Figure 7-2	2005
County of Los Angeles	County of Los Angeles General Plan: Mobility Element; Conservation and Natural Resources Element; Parks and Recreation Element; Noise Element	October 2015
	County of Los Angeles Bicycle Master Plan	March 2012
	Antelope Valley Area Plan, Town and Country: Land Use Element; Mobility Element; Conservation and Open Space Element; Public Safety, Services and Facilities Element	June 2015
	Los Angeles County Code of Ordinances	April 2016
City of Lancaster	City of Lancaster Parks, Recreation, Open Space, and Cultural Master Plan	October 2007
	City of Lancaster Master Plan of Trails and Bikeways	March 2012
	City of Lancaster General Plan: 2030 Plan for Active Living Element; Plan for the Natural Environment Element; Plan for Physical Mobility Element; Plan for Physical Development Element	July 2009
	City of Lancaster Municipal Code	March 2016
City of Palmdale	City of Palmdale General Plan: Parks, Recreation, and Trails Element; Circulation Element	September 2003
	City of Palmdale Parks & Recreation Facilities: Locations & Residency Map	No date given
	City of Palmdale Municipal Code	March 2016

Source: California High-Speed Rail Authority, 2017

### 3.15.3 Regional and Local Policy Analysis

Analysis of the consistency of the alternatives with the plans and policies listed in Table 3.15-1 is provided in Volume II, Appendix 2-H, Detailed Plan Compatibility Analysis, of this EIR/EIS and described later in the impacts section. After analysis, the B-P Build Alternatives were determined to be consistent with all plans and policies listed in Table 3.15-1.

### 3.15.4 Methods for Evaluating Impacts

#### 3.15.4.1 Definition of Resource Study Area

The overall parks, recreation, and open space study area for the Bakersfield to Palmdale Project Section is defined as the Cities and communities of Lancaster, Palmdale, Tehachapi, Keene, and Rosamond, and Kern and Los Angeles Counties. The study area encompasses parks (including school play areas), other recreation facilities, and open space, which vary in size, type, and function. The resource study area (RSA) for parks, recreational facilities, open space, and school play areas is defined as 1,000 feet from the edge of the proposed project footprint, including stations, maintenance facilities, and temporary laydown areas, or any other land used temporarily or permanently to implement the HSR system. Those RSAs are shown on Figure 3.15-1 for Alternatives 1, 2, 3, and 5. Section 3.15.5, Affected Environment describes the park and recreation resources in the RSAs. Tables provided in Section 3.15.5 display information about the attributes of the park and recreation properties and where they are located in the RSAs. There are no designated open space resources in the RSAs.

The cumulative RSA for parks and recreation resources includes the Cities of Bakersfield, Tehachapi, Lancaster, and Palmdale, as well as 1 mile from the project footprint where the alignment crosses unincorporated areas in Kern and Los Angeles Counties. Refer to Section 3.19, Cumulative Impacts, for an analysis of cumulative impacts on parks and recreation resources.

Following coordination with the officials with jurisdiction, the Class I (off-street) bicycle paths in the RSA were determined to be part of the transportation network rather than for recreation. Although this determination deviates from other environmental approaches, for the purposes of this document, bicycle paths are considered transportation facilities. The primary function of Class II and Class III on-street bicycle routes is for transportation purposes. Therefore, bicycle routes are not included in the analysis of parks and recreation resources because they are considered transportation facilities. Section 3.2, Transportation, covers the effects and impacts on those types of facilities.

#### 3.15.4.2 Impact Avoidance and Minimization Features

The Authority has pledged to integrate programmatic impact avoidance and minimization features (IAMF) consistent with (1) the 2005 Statewide Program EIR/EIS, (2) the 2008 Bay Area to Central Valley Program EIR/EIS, and (3) the 2012 Partially Revised Final Program EIR into the HSR project. The Authority would implement these features during project design and construction, as relevant to the HSR project section, to avoid or reduce impacts. These IAMFs, listed in Section 2.4.2.1 and provided in full in Appendix 2-E, are part of all B-P Build Alternatives.

IAMFs are incorporated into the project design and construction to avoid or minimize environmental or community impacts. The following IAMFs are applicable to impacts on parks and recreation resources:

- **LU-IAMF#3: Restoration of Land Used Temporarily during Construction:** Prior to any ground disturbing activities at the site of land to be used temporarily during construction, the Contractor shall prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation and successful achievement of restoration for temporary impacts. Before beginning construction use of land, the Contractor shall submit the restoration plan to the Authority for review and obtain Authority approval. The restoration plan shall include time-stamped photo documentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the pre-construction staging condition. This requirement is included in the design-build construction contract requirements.
- **SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act:** The Authority must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Act). The

provisions of the Uniform Act, a federally mandated program, would apply to all acquisitions of real property or displacements of persons resulting from this federally assisted project. It was created to provide for fair and equitable treatment of all affected persons. Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of “just compensation.”

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency’s intent to acquire an interest in their property. This notification includes a written offer letter of just compensation. A right-of-way specialist is assigned to each property owner to assist him or her through the acquisition process. The Uniform Act also provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

The Uniform Act requires provision of relocation benefits to all eligible persons regardless of race, color, religion, sex, or national origin. Benefits to which eligible owners or tenants may be entitled are determined on an individual basis and explained in detail by an assigned right-of-way specialist.

The California Relocation Assistance Act essentially mirrors the Uniform Act and also provides for consistent and fair treatment of property owners. However, because the project would receive federal funding, the Uniform Act takes precedence. Owners of private property have federal and state constitutional guarantees that their property would not be acquired or damaged for public use unless owners first receive just compensation. Just compensation is measured by the “fair market value,” where the property value is considered to be the highest price that would be negotiated on the date of valuation. The value must be agreed upon by a seller who is willing, not obliged to sell, but under no particular or urgent necessity and by a buyer who is ready, willing, and able to buy but under no particular necessity. Both the owner and the buyer must deal with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available (Code of Civil Procedure Section 1263.320a).

More detailed information about how the Authority plans to comply with the Uniform Act and the California Relocation Assistance Act is provided in the following three detailed relocation assistance documents modeled after Caltrans versions:

- Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Residential)
- Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Mobile Home)
- Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization under the Uniform Relocation Assistance Program
- **PK-IAMF#1: Parks, Recreation, and Open Space:** Prior to Construction, the 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. Typical design measures to avoid or minimize impacts to 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.

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

Data collected for parks and recreation consisted of a review of the plans and policies referenced in Table 3.15-1 and the use of geographic information system (GIS) data banks. The city and

county agencies provided the boundaries for parks and recreation resources within 1,000 feet of the HSR project footprint and any other land used temporarily or permanently to implement the HSR system. This area includes both planned and existing parks and recreation areas.

Temporary and permanent construction impacts were determined using the following methods:

- GIS spatial analysis to determine the distances of parks and recreation resources from the project, the amount of land from park and recreation resources that would be required for use permanently or temporarily during construction, and facilities and functions that would be affected as a result of project construction
- Review and analysis of proposed construction limits to determine whether all or part of the resource property would be temporarily or permanently acquired
- Review and analysis of proposed construction limits to determine whether there are temporary changes to access and/or for reductions in parking capacity for parks and recreation resources
- Examination of the potential disruption of established community and visitor use of parks and recreation resources because of temporary impact areas and/or access restrictions or changes, and general construction activity
- Review and analysis of other EIR/EIS sections, including Section 3.2, Transportation; Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; Section 3.16, Aesthetics and Visual Quality; Section 3.17; Cultural Resources; and Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations, to determine whether there would be any temporary indirect impacts on parks and recreation resources as a result of project construction

Permanent operations impacts were determined using the following methods:

- Review and analysis of the other EIR/EIS sections, including Section 3.3, Section 3.4, Section 3.16, and Section 3.17, as well as Chapter 4, to determine whether there would be any indirect impacts on parks and recreation resources as a result of project operation
- Review and analysis of Section 3.13, Station Planning, Land Use, and Development, and Section 3.18, Regional Growth, to determine whether there would be any project-related increase or decrease in the use of parks, recreation, and open-space resources such that substantial physical deterioration of the resource would occur or be accelerated

#### **3.15.4.4 Method for Evaluating Impacts under NEPA**

Methods for determining significance under NEPA for parks and recreation resources are as follows.

Pursuant to NEPA regulations (Code of Federal Regulations Title 40, Parts 1500–1508), project effects under NEPA are evaluated based on the criteria of context, intensity, and duration (short- or long-term), along with implementation of mitigation measures to determine whether there would be an impact. Context means the affected environment in which a proposed project occurs. Effects are identified and described where applicable. When there is no measurable effect, an impact is found not to occur. An impact would be identified and described according to the effects caused by the project after consideration of mitigation measures. Therefore, significance under NEPA is described as either no effect or impact. Context, intensity, and duration are considered when determining whether an impact is significant under NEPA. The effectiveness of measures to avoid, minimize, and/or mitigate effects is considered in making significance determinations under NEPA. Thus, if a measure sufficiently mitigates an impact, the effect is not significant.

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

CEQA requires that an EIR identify the significant environmental impacts of a project (CEQA Guidelines § 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a threshold-based analysis of the impacts (see Section 3.1.5.4 for further information). Accordingly, Section 3.15.8, Impacts Summary, summarizes the significance of the environmental

impacts on parks and recreation resources for each B-P Build Alternative. The Authority is using the following thresholds to determine whether a significant impact on parks and recreation resources would occur as a result of the HSR project.

Based on the CEQA Guidelines, the Bakersfield to Palmdale Project Section of the HSR project would have a significant impact related to parks and recreation resources under CEQA if it would:

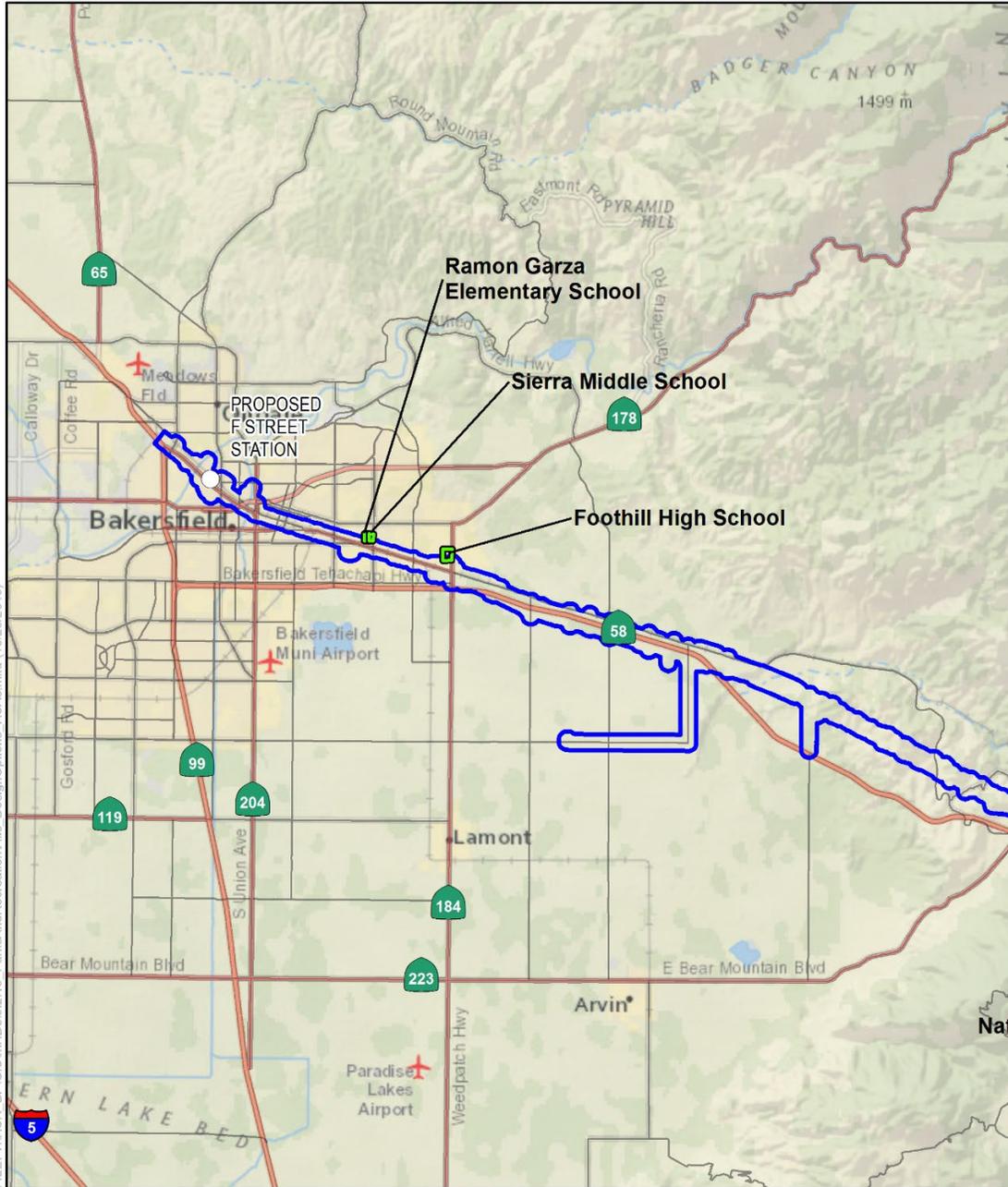
- Prevent the use of an established or proposed park or recreation resource
- Acquire a park or recreation resource that would result in a diminished capacity to use that resource or a substantially reduced value of that resource
- Create a physical barrier (or a perceived barrier) to the access to or established use of any park or recreation resource
- Result in acquisition of a recreational resource that would result in a diminished capacity to use the resource for specific and defined recreational activities
  - Thresholds of significance for indirect impacts on community facilities are defined in other sections (e.g., Transportation, Noise and Vibration, and Aesthetics and Visual Quality).
- Increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Result in the physical alteration of the existing facilities or a need to provide new parks or other recreation facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios or other performance objectives

Significant impacts may be reduced to a less than significant level under CEQA if the identified mitigation measures would substantially reduce those environmental impacts below the applicable significance threshold. If mitigation cannot reduce the severity of an environmental impact, the impact would be identified as a significant unavoidable impact after mitigation under CEQA. Therefore, significance under CEQA is described as no impact, less than significant impact, less than significant impact with mitigation, significant impact, and significant unavoidable impact after mitigation. The identification of impacts under CEQA is made prior to and after the implementation of mitigation. Final CEQA conclusions consider whether the identified mitigation would reduce the identified impact to a less than significant level for that particular threshold.

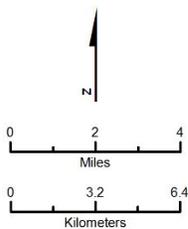
### 3.15.5 Affected Environment

This section describes the parks, recreation resources, and school play areas in the RSAs for the Bakersfield to Palmdale Project Section. It provides the context for determining the effects on those resources caused by the project. Figure 3.15-1, Table 3.15-2, and Table 3.15-3 show the locations of and describe the parks and recreation resources and the school play areas in the RSA, respectively.

The resources identified in the RSAs are publicly owned properties used for recreation and include public parks, playfields, and school play areas open for public use. Other than the school play areas and the National Scenic Trail (i.e., the PCT) in the RSA, the cities and counties in the RSA own and operate the parks and recreation resources included in this analysis. As stated earlier, there are no open space resources in the RSAs for Alternatives 1, 2, 3, and 5. Consequently, the following analyses do not discuss open space resources.



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: National Geographic (2015); CHSRA (4/2016, 8/2018, 10/2019)

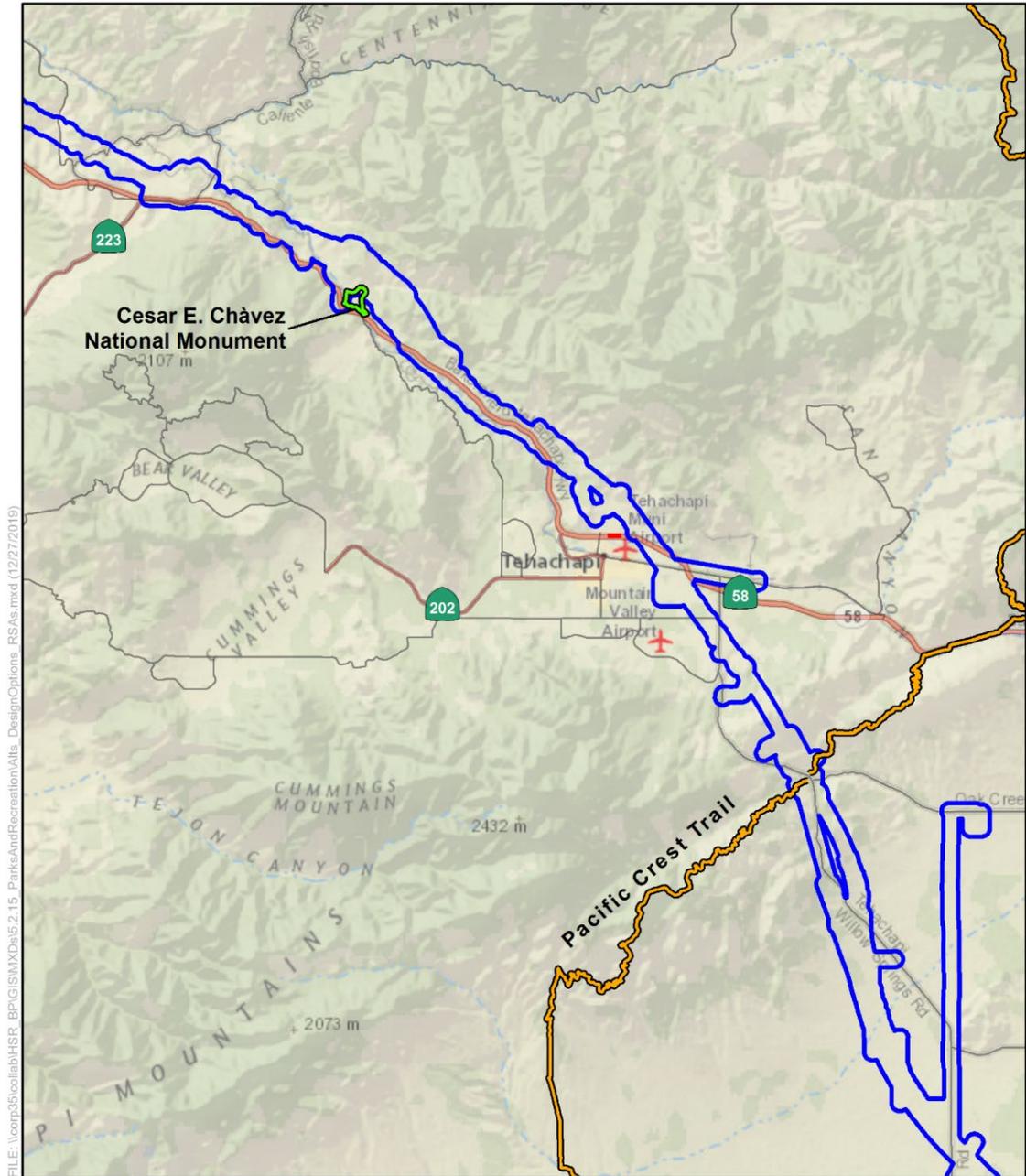


- Resource Study Area (RSA) - Maximum Extent of the RSAs for Alternatives 1, 2, 3, and 5; CCNM Design Option; and Refined CCNM Design Option
- School, Park, or Recreation Resource



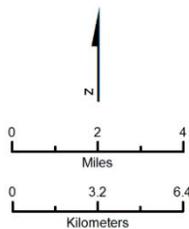
**Figure 3.15-1 Resource Study Area for Alternatives 1, 2, 3, and 5, including the CCNM Design Option and the Refined CCNM Design Option**

(Sheet 1 of 3)

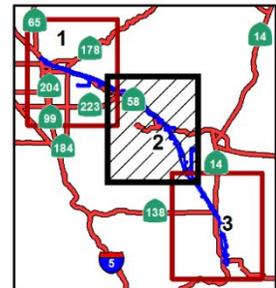


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PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
SOURCE: National Geographic (2015); CHSRA (4/2016, 8/2018, 10/2019)



- Resource Study Area (RSA) - Maximum Extent of the RSAs for Alternatives 1, 2, 3, and 5; CCNM Design Option; and Refined CCNM Design Option
- School, Park, or Recreation Resource
- Pacific Crest Trail



**Figure 3.15-1 Resource Study Area for Alternatives 1, 2, 3, and 5, including the CCNM Design Option and the Refined CCNM Design Option**

(Sheet 2 of 3)



**Figure 3.15-1 Resource Study Area for Alternatives 1, 2, 3, and 5, including the CCNM Design Option and the Refined CCNM Design Option**

(Sheet 3 of 3)

**Table 3.15-2 Parks and Recreation Resources within the Resource Study Areas for Alternatives 1, 2, 3, and 5**

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
<b>Kern County</b>				
Pacific Crest Trail	<p>The Pacific Crest Trail passes through lands owned and managed by federal, state, and county agencies; Native American Sovereignities; and private parties along its approximately 2,650-mile-long alignment. The overall responsibility for managing the Pacific Crest Trail is with the U.S. Forest Service (Pacific Southwest Region of the U.S. Department of Agriculture). The trail is a designated National Scenic Trail.</p> <p>The segment of the Pacific Crest Trail in the RSA is on land owned by private parties and is subject to a publicly held easement. The Cameron Ridge and Desert segments of the Pacific Crest Trail in the RSA are managed by the National Forest Service and U.S. Bureau of Land Management.</p>	<p>The Pacific Crest Trail is a long-distance hiking and equestrian trail closely aligned with the highest parts of the Sierra Nevada and Cascade Ranges from Mexico through California (including Los Angeles and Kern Counties), Oregon, and Washington, to Canada. The Pacific Crest Trail extends along and crosses existing transportation facilities.</p>	<p>The Pacific Crest Trail crosses the intersection of Tehachapi Willow Springs Road/Cameron Road in Kern County. This crossing forms the junction of the Cameron Ridge Segment to the north and the Desert Segment to the south. These segments consist of a 30-foot-wide trail easement across private and public lands. There are no drinking water facilities on these segments of the Pacific Crest Trail. A parking area used by PCT hikers is off Oak Creek Road approximately 750 feet west of the intersection of Oak Creek Road and Tehachapi Willow Springs Road. This parking area consists of a dirt lot of approximately 5,000 sf.</p>	<p>The segment of the Pacific Crest Trail in the RSA is approximately 5 miles southeast of Tehachapi and approximately 6 miles northwest of Mojave. Approximately 1.8 miles of the Pacific Crest Trail are in the RSAs for all B-P Build Alternatives.</p>

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
La Paz	<p>The National Park Service (NPS) owns 1.9 acres of the monument and retains a conservation easement over another 8.6 acres of the site for resource protection and access to other historically significant buildings, structures, and associated landscapes located adjacent to the NPS lands. The remaining area is privately held land owned and managed by the National Chavez Center (NCC). The monument is managed collaboratively by the National Park Service and NCC representatives. Although NPS only owns a portion of the La Paz facility, NPS ownership of these sites is not required for management as a national historic landmark. Management would occur through collaborative processes such as management agreements, memoranda of understanding and other partnership approaches to protecting and interpreting resources owned by partners. Therefore, the entire La Paz facility is considered a park.</p>	La Paz encompasses 117 acres.	<p>The areas that are open to visitors include a visitor center, memorial garden in which César Chávez is buried, and a small Desert Garden planted nearby. At the visitor center, visitors are encouraged to explore the history of César E. Chávez and the farmworker movement through photographs, artifacts, and films, and to contemplate César Chávez’s unchanged office. Within the visitor center, the Chávez Foundation operates a bookstore where books and other items related to César Chávez and the farmworker movement are available for purchase. Other parts of the area are closed to visitors, because it continues to serve as a home and workplace for his cause. The visitor center and Chávez Memorial Garden are also included within the boundary.</p>	The facility is in the RSAs for all B-P Build Alternatives with the CCNM Design Option and the Refined CCNM Design Option
<b>City of Lancaster</b>				
Whit Carter Park (partially open)	City of Lancaster	<p>35 acres total (20 acres of the park are currently available for public use) 45635 Sierra Highway, Lancaster (north of W Avenue H-8 and west of Sierra Highway)</p>	<p>Community park with trails, playgrounds, restrooms, picnic tables, open play areas, a playground, and off-street parking. Vehicular access is currently available from Sierra Highway in the southeast part of the park. Pedestrian access points are in the south, west, and east parts of the park.</p>	Approximately 35 acres of the park (existing and planned) are in the RSAs for all B-P Build Alternatives.

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
Planned Youth Baseball/Softball Complex	City of Lancaster	37 acres total (15 acres of the park are currently under construction) Northeast corner of Avenue I and Division Street	Planned sports park with four softball fields and four baseball fields. Vehicular access would be available from a parking lot on Division Street. Pedestrian access would be provided from the park perimeter along Division Street, Avenue I, and E 3rd Street.	Approximately 8.4 acres of the western part of the planned park are in the RSAs for all B-P Build Alternatives.
American Heroes Park	City of Lancaster	12.2 acres 701 W Kettering Avenue, Lancaster (south of W Jackman Street and east of Fern Avenue)	Community park with playgrounds, soccer fields, two softball fields, basketball and handball courts, gazebos and trellis structures, restrooms, a dog park, and two parking lots. Vehicular access is available at parking lots on W Jackman Street and W Kettering Street. Pedestrians can access facilities from the perimeter of the park along W Jackman Street, Fern Avenue, and W Kettering Street.	Approximately 8.6 acres of the park are in the RSAs for all B-P Build Alternatives.
Jane Reynolds Park/ Webber Pool	City of Lancaster	7 acres 716 Oldfield Street, Lancaster (north of Avenue J and east of Fig Avenue)	Neighborhood park with open play areas, an activity building, an outdoor pool, a basketball court, a softball field, picnic tables, and a playground. The park is open for year-round public use. The Webber Pool complex is only open during the summer season. Vehicular access is available at parking lots on W Oldfield Street. Pedestrians can access facilities from adjacent streets along the perimeter of the park.	Approximately 7 acres of the park are in the RSAs for all B-P Build Alternatives.

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
<b>City of Palmdale</b>				
Desert Sands Park	City of Palmdale	20 acres 39117 3rd Street E, Palmdale (southwest corner of Avenue P-8 and 3rd Street E)	Two lighted tennis courts, two lighted softball fields, two lighted volleyball courts, a lighted soccer field, play lots, a group picnic area, activity building, and concession stand.  Future expansion on 11 acres south of and adjacent to Desert Sands Park is planned to include three lighted turf play fields suitable for football and soccer practices and games, parking, restrooms, a storage building and conversion of the existing soccer field into a football stadium.	The entire park is in the RSAs for all B-P Build Alternatives.
Dr. Robert C. St. Clair Parkway	City of Palmdale	8 acres West of Sierra Highway between E Avenue Q and E Avenue R, Palmdale	Linear park consisting of passive open space including a bikeway trail, landscaping, park benches, tables, pedestrian pathways, and lighting.	The entire parkway is in the RSAs for all B-P Build Alternatives.
Hammack Activity Center	City of Palmdale	30,000-square-foot indoor recreation facility and outdoor sports facilities 815 E Avenue Q-6, Palmdale	An indoor recreation facility of which 19,000 square feet make up a gymnasium area to accommodate sports activities, a lounge area, a food court area, and a table game area. The facilities contain two outdoor roller hockey rinks totaling 52,000 square feet. In addition, the Boys and Girls Clubs of America have developed an additional 4,000 square feet of this facility, leased to them by the City.	The entire activity center is in the RSAs for all B-P Build Alternatives.
Poncitián Square	City of Palmdale	2 acres 38315 9th Street E, Palmdale (south of Avenue Q-9 and north of E Avenue Q-10)	Gazebo, fountain, sidewalks, and benches.	The entire park is in the RSAs for all B-P Build Alternatives.

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
Legacy Commons	City of Palmdale	Approximately 11,000-square-foot senior activity facility with adjacent grass and activity areas 930 E Avenue Q-9, Palmdale	The senior activity center includes an auditorium, a conference room, a dining hall, and a patio. The Legacy Lawn is adjacent to the activity center and features a 2,812-square-foot lawn with walking paths and picnic tables, bocce ball courts, a horseshoe pit, and a croquet lawn.	The entire park is in the RSAs for all B-P Build Alternatives.
Melville J. Courson Park	City of Palmdale	7.5 acres 38226 10th Street E, Palmdale (northeast corner of 10th Street E and Avenue Q-12)	Facilities include a swimming pool and pool building, two lighted basketball courts, a lighted sand volleyball court, two play lots, a spray pool, a fieldhouse with restrooms and equipment checkout, a gazebo, and picnic areas.	Approximately 4.54 acres of the park are in the RSAs for all B-P Build Alternatives.

Source: California High-Speed Rail Authority, 2017

B-P = Bakersfield to Palmdale Project Section

La Paz = Nuestra Señora Reina de La Paz/César E. Chávez National Monument

sf = square feet

RSA = resource study area

**Table 3.15-3 School Recreation Facilities within the Resource Study Areas for Alternatives 1, 2, 3, and 5**

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
Ramon Garza Elementary School	Bakersfield City School District	The school is on approximately 10 acres, of which 7.3 acres are for recreation. 2901 Center Street, Bakersfield (north of Edison Highway and at the intersection of Center Street and Descanso Street)	Outdoor recreation areas, including basketball courts, two playgrounds, and a track. The school play areas are available for public use outside school hours by organizations approved by the school.	The recreation areas in the southeast part of the school property are in the RSAs for all B-P Build Alternatives.
Sierra Middle School	Bakersfield City School District	The school is on approximately 11.4 acres, of which approximately 6.6 acres are for recreation. 3017 Center Street, Bakersfield (north of Edison Highway and at the intersection of Center Street and Oswell Street in Kern County)	Outdoor recreation areas, including basketball courts, two softball fields, a track, and open play areas. The school play areas are available for public use outside school hours by organizations approved by the school.	The recreation areas in the southern part of the school property are in the RSAs for all B-P Build Alternatives.
Foothill High School	Kern High School District	501 Park Drive, Bakersfield (southwest of the intersection of Morning Drive and Foothill Road in unincorporated Kern County)	Gymnasium and outdoor recreation areas, including a football stadium with track and field facilities, two baseball fields, two softball fields, basketball courts, and tennis courts. The school play areas are available for public use outside school hours by organizations approved by the school.	The football stadium, baseball and softball fields, and track and field facilities are in the RSAs for all B-P Build Alternatives.
Antelope Valley High School	Antelope Valley Union High School District	44900 N Division Street, Lancaster	Gymnasium and outdoor recreation areas, including a football stadium with track and field facilities, two baseball fields, two softball fields, and tennis courts. The school play areas are available for public use on a reservation basis by organizations approved by the school.	Part of the football stadium is in the RSAs for all B-P Build Alternatives.

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within RSAs
Lancaster Alternative and Virtual Academy/ University of Antelope Valley (Park View Campus)	Lancaster School District	44310 Hardwood Avenue, Lancaster (southwest of the intersection of Avenue J and Fig Avenue)	Outdoor recreation areas, basketball courts, open play areas, and two baseball fields that are open to the public outside school hours and currently used by Park View Little League. The City of Lancaster has joint use of the gymnasium.	Part of the gymnasium and the outdoor basketball courts are in the RSAs for all B-P Build Alternatives.
Joshua Elementary School	Lancaster School District	43926 2nd Street E, Lancaster (southwest of the intersection of E Avenue J8 and 2nd Street E)	Outdoor recreation areas, a lighted baseball field, basketball courts, a playground, and open play areas. The school play areas are available for public use on a reservation basis. The school's facilities are used by community sports teams after school hours.	The recreation areas in the southwest part of the school property are in the RSAs for all B-P Build Alternatives.
R. Rex Parris High School	Antelope Valley Union High School District	38801 Clock Tower Plaza Drive, Palmdale (northwest corner of the intersection of E Avenue Q and Clock Tower Plaza Drive)	Outdoor recreation areas including basketball courts and open play areas. The school play areas are available for public use on a reservation basis. The school's facilities are used by community sports teams after school hours.	The school play areas are in the RSAs for all B-P Build Alternatives.

Source: California High-Speed Rail Authority, 2017

B-P = Bakersfield to Palmdale Project Section

RSA = resource study area

There are no additional park, recreation, or open space resources within the CCNM Design Option or the Refined CCNM Design Option. The CCNM Design Option and the Refined CCNM Design Option cross mostly privately held lands that have little recreational usefulness. No designated parks or recreational facilities in addition to La Paz occur within the CCNM Design Option or Refined CCNM Design Option.

Stakeholder concerns include the potential effects related to the proposed crossings of the B-P Build Alternatives on the PCT and the potential effects related to the B-P Build Alternatives in the vicinity of the PCT, as well as La Paz. As discussed in Section 4.2, Coordination, in Chapter 4, Draft Section 4(f)/6(f) Evaluations, coordination with the U.S. Forest Service (USFS), the Bureau of Land Management, and the Pacific Crest Trail Association has been ongoing during the planning process for the HSR project. Efforts have included coordination regarding the boundaries for the PCT; land ownership information; the proposed mitigation measure to realign the PCT for Alternatives 1, 2, and 5; potential noise and visual effects; and project design for consideration of equestrian use of the trail. Coordination with the applicable jurisdictions and officials regarding the potential effects of the B-P Build Alternatives on the PCT is ongoing. For La Paz, coordination with the National Park Service has been ongoing during the planning process for the HSR project. Efforts have included coordination regarding potential noise, vibration and visual impacts; the development of several design options, including the CCNM Design Option and the Refined CCNM Design Option; and meetings between the National Park Service, the FRA, and the Authority. Coordination with applicable agencies and officials regarding potential effects of the B-P Build Alternatives on La Paz is also ongoing.

#### **3.15.5.1 Fresno to Bakersfield Locally Generated Alternative from the Intersection of 34th Street and L Street to Oswell Street**

The Study Area for parks, recreation, and open space consists of a 1,000-foot buffer area around the F-B LGA centerline. On the portion of the F-B LGA alignment from the intersection of 34th Street and L Street to Oswell Street in Bakersfield, as described in the *Fresno to Bakersfield Section Final Supplemental EIR* (Authority 2018), there are three parks and recreation resources within the Study Area: Weill Park, Joshua Park, and Mill Creek Linear Park. Weill Park and Joshua Park are described in Table 3.15-1 (Parks, Recreation, and Open Space Resources within the F-B LGA Study Area), provided on page 3.15-9 of the *Fresno to Bakersfield Section Final Supplemental EIR*. Using the updated 2015 City of Bakersfield GIS data, it was determined that the F-B LGA alignment centerline would also be within 300 feet of Mill Creek Linear Park, a pedestrian pathway situated along a concrete-lined stormwater channel in Bakersfield as described in Section 16.3.17 on page 16-33 of the *Fresno to Bakersfield Section Final Supplemental EIR* (Authority 2018). There are no schools or associated play areas in the Study Area for this portion of the alignment.

#### **3.15.5.2 Parks and Recreation Resources**

The parks and recreation resources and trails within the RSAs for Alternatives 1, 2, 3, and 5 are shown on Figure 3.15-1 and are described in Table 3.15-2. These resources include neighborhood and community centers and parks, school play areas, La Paz and the PCT. Most of the identified parks have both vehicular and pedestrian access to attract users from the surrounding areas.

#### **3.15.5.3 Schools with Recreation Facilities**

The same seven schools with recreation facilities available for public use would be in the RSAs for all B-P Build Alternatives, as shown on Figure 3.15-1. Refer to Table 3.15-3 for descriptions of the school recreation facilities in the RSAs for Alternatives 1, 2, 3, and 5.

#### **3.15.5.4 Station Sites**

##### **Bakersfield Station—Fresno to Bakersfield (Locally Generated Alternative)**

Since the approved 2014 Record of Decision for the Fresno to Bakersfield Project Section, the Authority and the City of Bakersfield agreed to consider an alternate station location at F Street.

This alternative was evaluated through a Supplemental EIR for the Fresno to Bakersfield Project Section. The Authority’s Board of Directors certified the *Fresno to Bakersfield Section Final Supplemental EIR* (Authority 2018) for the LGA on October 16, 2018.

The final location of the station in Bakersfield does not influence any decision with regard to alignment alternatives/decisions within the Bakersfield to Palmdale Project Section. The Fresno to Bakersfield Project Section environmental documents provide analysis for the section terminating at Oswell Street in Bakersfield. Additionally, the final station location identified in Bakersfield (in the *Fresno to Bakersfield Section Final Supplemental EIR* [Authority 2018]) is not a differentiator among alternatives being considered for the Bakersfield to Palmdale Project Section.

The *Fresno to Bakersfield Section Final EIR/EIS, Draft Supplemental EIR/EIS*, and technical reports supporting the environmental impact evaluation are accessible at the Authority’s website. Table 3.15-4 summarizes the resources included in the Bakersfield Station/F-B LGA analysis.

**Table 3.15-4 Parks, Recreation, and Open-Space Resources and School Play Areas and Recreation Facilities in the Resource Study Area for the Bakersfield Station–Fresno to Bakersfield (Locally Generated Alternative)**

Resource Name	Owner/Operator	Size/Length and Location	Amenities	Resource Location within Resource Study Areas
Weill Park	City of Bakersfield	1.6 acres	Grass area	This resource is in the footprint of the F-B LGA Alignment and 2,525 feet from the Bakersfield Station—F-B LGA.
Kern County Museum	Kern County Museum Foundation	19.5 acres	Includes the Lori Brock Children’s Museum, Pioneer Village, and the Kern County Museum	This resource is 411 feet from the F-B LGA Alignment and approximately 100 feet from the Bakersfield Station—F-B LGA.
Riverview Park	North of the River Recreation and Parks District	20 acres	Community Center, gym, gymnastics room, Rock climbing gym, baseball field, grass area, disc golf course, basketball court, volleyball court, horseshoe pits, picnic tables, water play area, and a Community Learning Center	This resource is 985 feet from the F-B LGA Alignment and approximately 1,700 feet from the Bakersfield Station—F-B LGA.
Metropolitan Recreation Area	Kern County	65.9 acres	Dave Frye softball fields, Gymkhana, recreational center, Sam Lynn Ballpark, softball fields, Stramler picnic area, and Park Supervisor’s office	This resource is approximately 490 feet from the F-B LGA Alignment and approximately 160 feet from the Bakersfield Station—F-B LGA.
Joshua Park	City of Bakersfield	0.8 acre	Grass area	Approximately 625 feet from the F-B LGA alignment.
Stella Hills Elementary School	Bakersfield City School District	10.2 acres	Running track, basketball courts, grass area, playground equipment	Approximately 1,960 feet from the Bakersfield Station—F-B LGA.

Source: California High-Speed Rail Authority, 2017  
 F-B LGA = Fresno to Bakersfield Locally Generated Alternative

## 3.15.6 Environmental Consequences

### 3.15.6.1 Overview

This section describes the potential construction and operation impacts of the B-P Build Alternatives (including the CCNM Design Option and the Refined CCNM Design Option) and the No Project Alternative on park and recreation resources and school play areas. This section describes the criteria used to evaluate temporary and permanent impacts. Although the study area identified park and recreation resources within 1,000 feet of the project footprint, for the purposes of identifying the potential for indirect impacts, this analysis focuses on those resources within 300 feet of the alignments and other facilities for construction impacts. Construction within 300 feet of a park and recreation facility would have the greatest potential for noise impacts, depending on the construction equipment and activity. As described earlier, temporary construction impacts include park access disruptions, noise, dust, air quality, and visual degradation. These are usually localized construction-related impacts that are most likely to occur when recreational resources are within 300 feet of project construction activities and staging areas. Resources more than 300 feet from construction activities are expected to be sufficiently remote to be unaffected by most construction activities. These types of temporary and localized construction impacts are generally considered to be no effect under NEPA and to be less than significant under CEQA.

Temporary construction effects and impacts (such as minor, temporary property use; noise; dust; and visual degradation) associated with the B-P Build Alternatives that do not diminish park capacity are not considered to be impacts under NEPA if mitigation can reduce the intensity of those impacts. Temporary construction impacts would be less than significant under CEQA, depending on the mitigation identified for those impacts. If the resource is less than 300 feet from construction activities and impacts would prevent the use of the park, effects on the resource are considered to be impacts under NEPA and significant impacts under CEQA if mitigation cannot reduce the intensity of the impact. Full park or resource closures during the construction period are impacts under NEPA and significant impacts under CEQA because they would temporarily prevent the park or resource from continuing to function and be used during project construction.

Permanent effects and impacts resulting from project construction include the acquisition of park and recreation lands. Under NEPA, permanent effects from acquisition are considered in terms of the context, intensity, and mitigation identified for those impacts. Impacts from the acquisition of land would be significant under CEQA if the acquisition prevented the use of an established park, diminished the capacity of or activities at the park, or required the provision of new park or recreation facilities.

Permanent effects and impacts resulting from project operation can also include long-term indirect air quality, noise, visual degradation, and access impacts.

According to the analyses in Section 3.13, Station Planning, Land Use, and Development, and Section 3.18, Regional Growth, the B-P Build Alternatives are not anticipated to induce a substantial amount of growth in the RSA. Local parks are more frequently used by local residents of an area, and because the project would not induce substantial growth in local populations, these recreational facilities are unlikely to see a substantial rise in use. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, and this topic is not discussed further below.

The analysis for potential impacts on parks and recreation resources in the RSA considers IAMFs related to temporary impact areas, permanent acquisitions, and the provision of detours for pedestrian facilities and the PCT during construction. These IAMFs are listed in Chapter 2, respective sections of the EIR/EIS analyses, and Section 3.15.6.3, below. In addition, the analysis includes the consideration of PK-IAMF#1, Parks, Recreation, and Open Space, described below. These measures would reduce potential impacts on parks and recreation resources in the RSA. Section 3.15.7, Mitigation (provided later in this section), identifies

measures that would avoid, minimize, or mitigate identified impacts on parks and recreation resources.

It should be noted that the light maintenance facility, the maintenance-of-way facility (MOWF), and the maintenance of infrastructure sidings within the Bakersfield to Palmdale alignment would not impact parks or recreation facilities.

### **3.15.6.2 No Project Alternative**

The No Project Alternative would not include the construction or operation of any improvements associated with the B-P Build Alternatives and, therefore, would not result in any direct or indirect impacts on, or the physical alteration of, any parks, recreation, or school play area resources. However, other development that would occur without the B-P Build Alternatives may have impacts on, or the physical alteration of, park facilities. Some park facilities might be expanded, whereas other development might encroach on park facilities.

### **3.15.6.3 Bakersfield to Palmdale Project Section Build Alternatives**

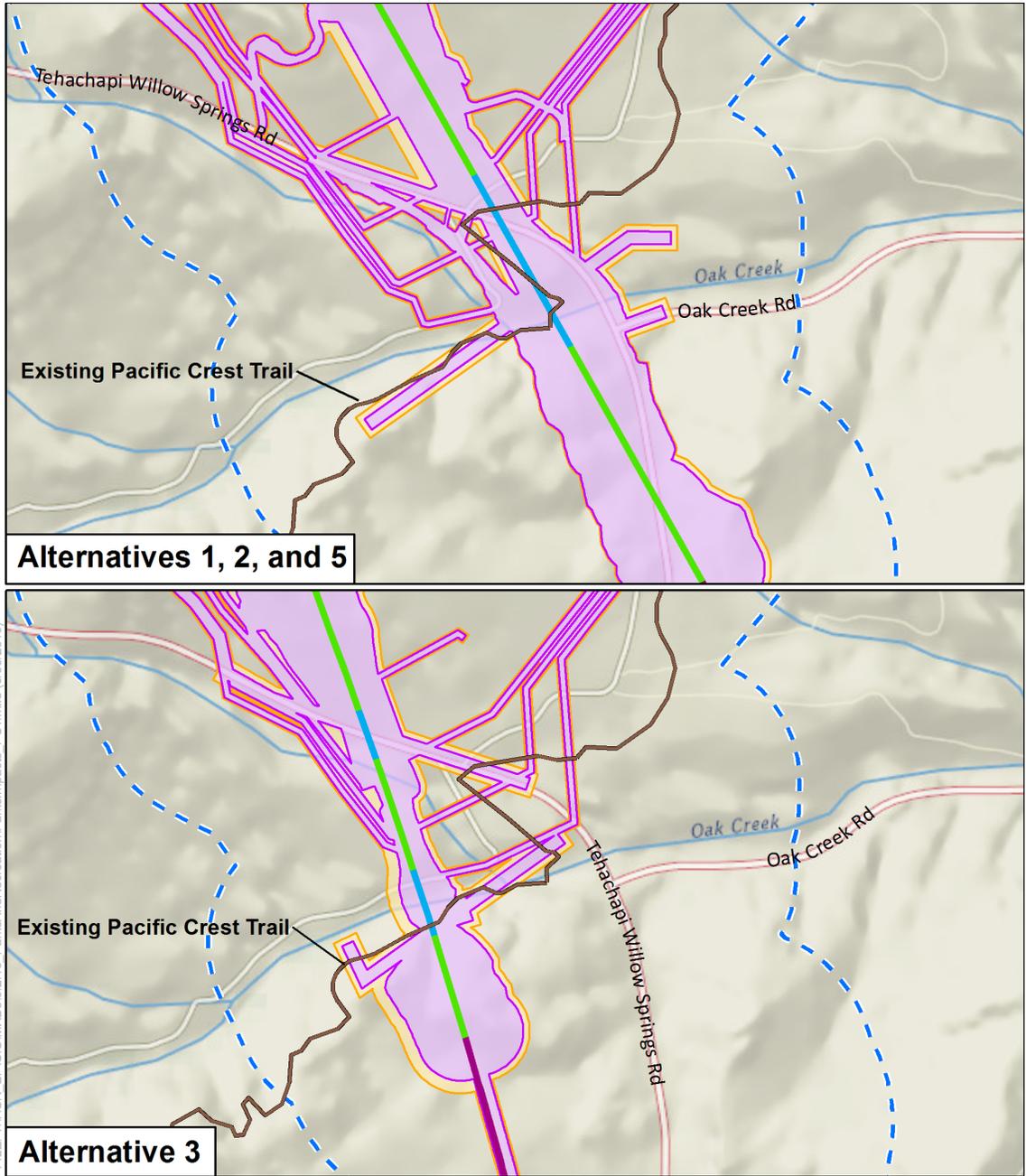
The following sections evaluate the potential for direct and indirect construction and operations impacts of the B-P Build Alternatives on park, recreation, and school play area resources. Because the B-P Build Alternatives have similar RSAs and have the potential to affect many of the same recreation resources, they are discussed together in this section. Figure 3.15-2 and Figure 3.15-3 illustrate the alignments and features of the B-P Build Alternatives and identify the recreation resources in the RSAs for Alternatives 1, 2, 3, and 5.

#### **Fresno to Bakersfield Locally Generated Alternative from the Intersection of 34th Street and L Street to Oswell Street**

Potential impacts on parks, recreation, and open space resources near the portion of the F-B LGA alignment from the intersection of 34th Street and L Street to Oswell Street in Bakersfield include temporary impacts on parks, recreation, and open space resources during the construction period (addressed under Impact PK#1 and PK#2 of this Draft EIR/EIS). As described in Section 3.15.4.2 of the *Fresno to Bakersfield Section Final Supplemental EIR* (Authority 2018) under Impact PK#1, construction within 300 feet of a park, recreation, or open space resource or a school district play area and recreational facility would have the greatest impact due to noise, dust, and visual resources. Within this portion of the alignment, Weill Park and Mill Creek Linear Park are within 300 feet of the construction footprint. Impact Avoidance and Minimization Measures NV-IAMM#1 (correlates to NV-IAMF#1: Noise and Vibration in this Draft EIR/EIS) and AQ-IAMM#2 (correlates to AQ-IAMF#1: Fugitive Dust Emissions in this Draft EIR/EIS) would address temporary noise and air quality impacts, respectively, at Mill Creek Linear Park to minimize adverse effects associated with construction activities (see Section 3.15.5 of the *Fresno to Bakersfield Section Supplemental EIR*) (Authority 2018). Potential impacts would be less than significant under CEQA.

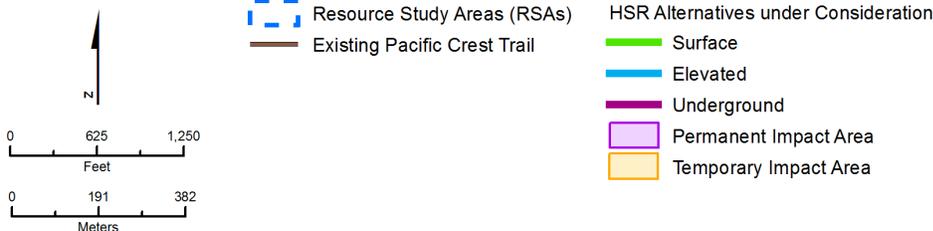
This portion of the F-B LGA would pass over Weill Park on an elevated guideway of 75 feet. Construction activities would require temporary closure of the park for 3 to 6 months. After completion of construction activities, Weill Park would be reopened to the public. Due to the duration of park closure and the loss of access to the public during construction activities, impacts on parks and recreation would be significant under CEQA. Construction activities would occur within the Weill Park boundaries, but because the park would be closed during construction and recreationists would therefore not be present to experience impacts of project construction, there would be no indirect impact on park users. The park would reopen following the completion of construction activities.

Permanent impacts of the portion of the F-B LGA alignment from the intersection of 34th Street and L Street to Oswell Street in Bakersfield include the acquisition of 0.099 acre of Weill Park for placement of project infrastructure and are addressed under Impact PK #2 of the *Fresno to Bakersfield Section Supplemental EIR* (correlates to PK #3 and PK #4 in this Draft EIR/EIS). Due to the permanent loss of recreational areas and opportunities at this park, impacts would be significant under CEQA, prior to implementation of mitigation.

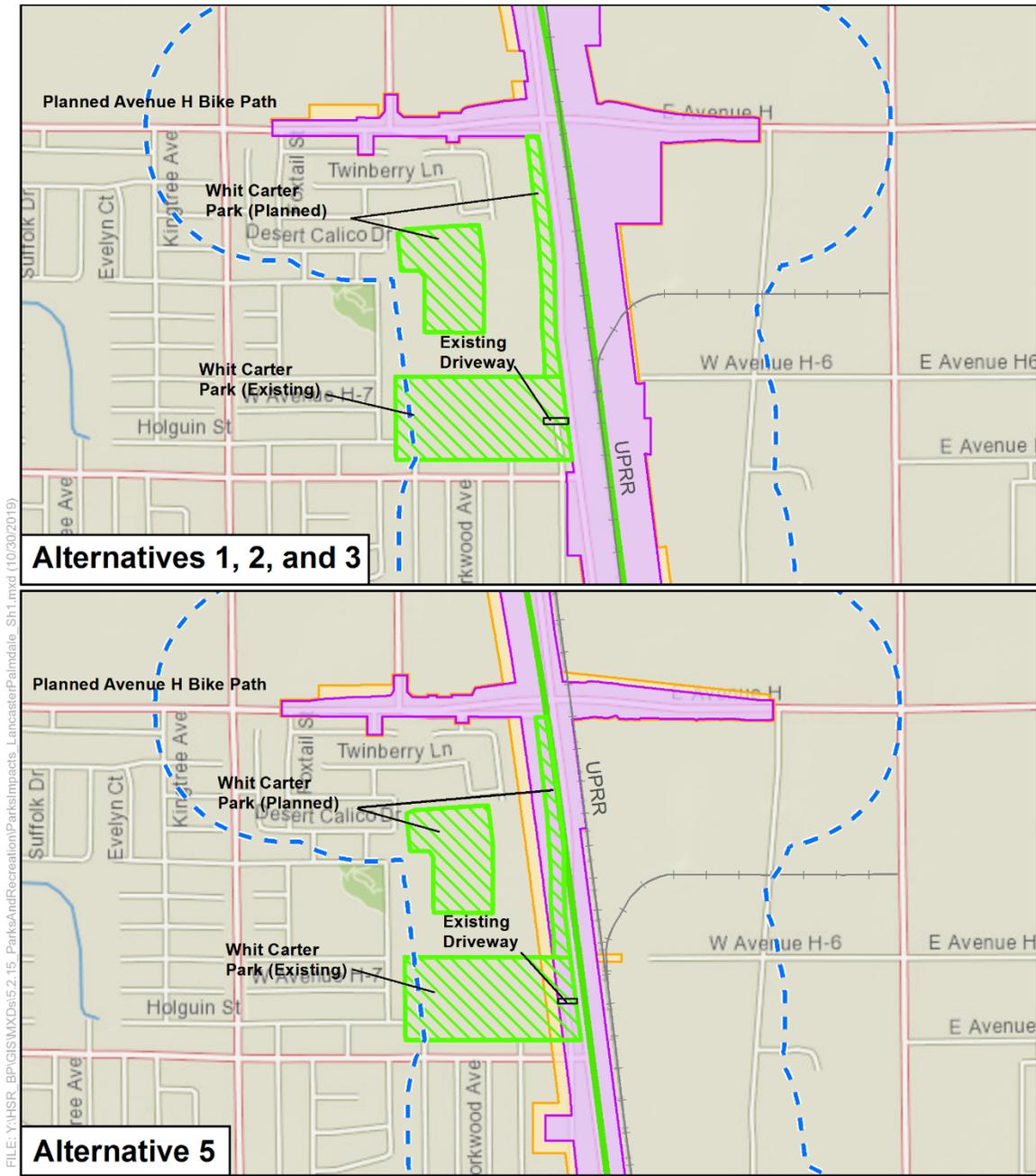


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PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: National Geographic (2015); CHSRA (4/2016, 3/2019) September 30, 2019

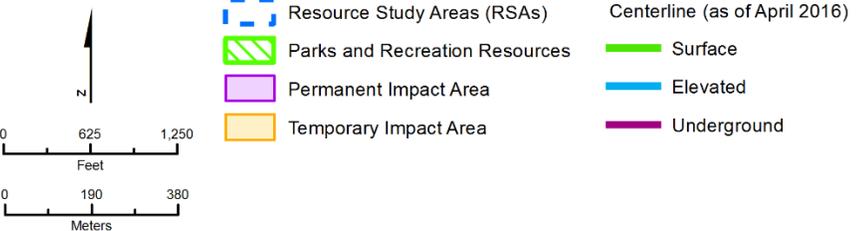


**Figure 3.15-2 Impacts at Pacific Crest Trail**

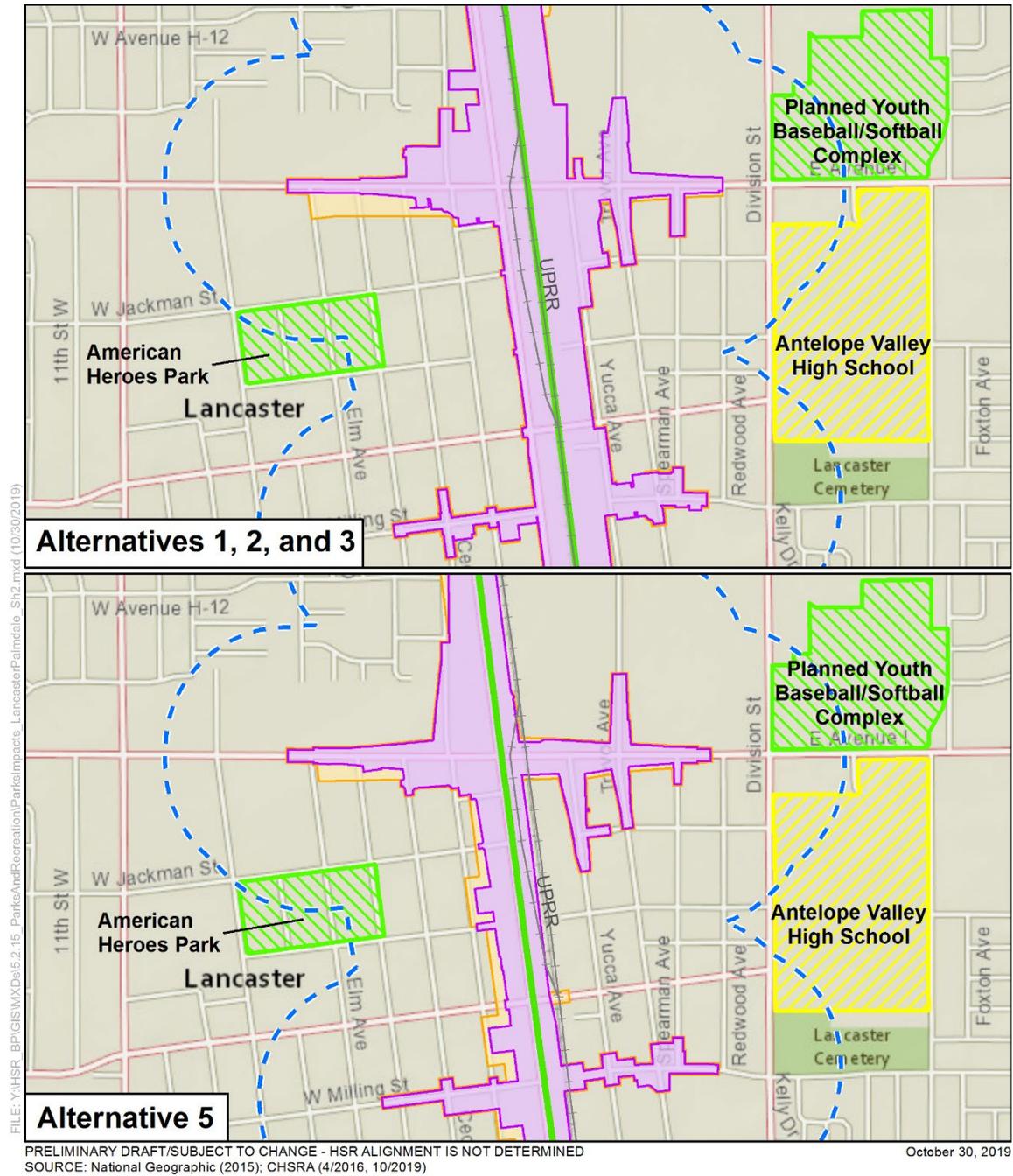


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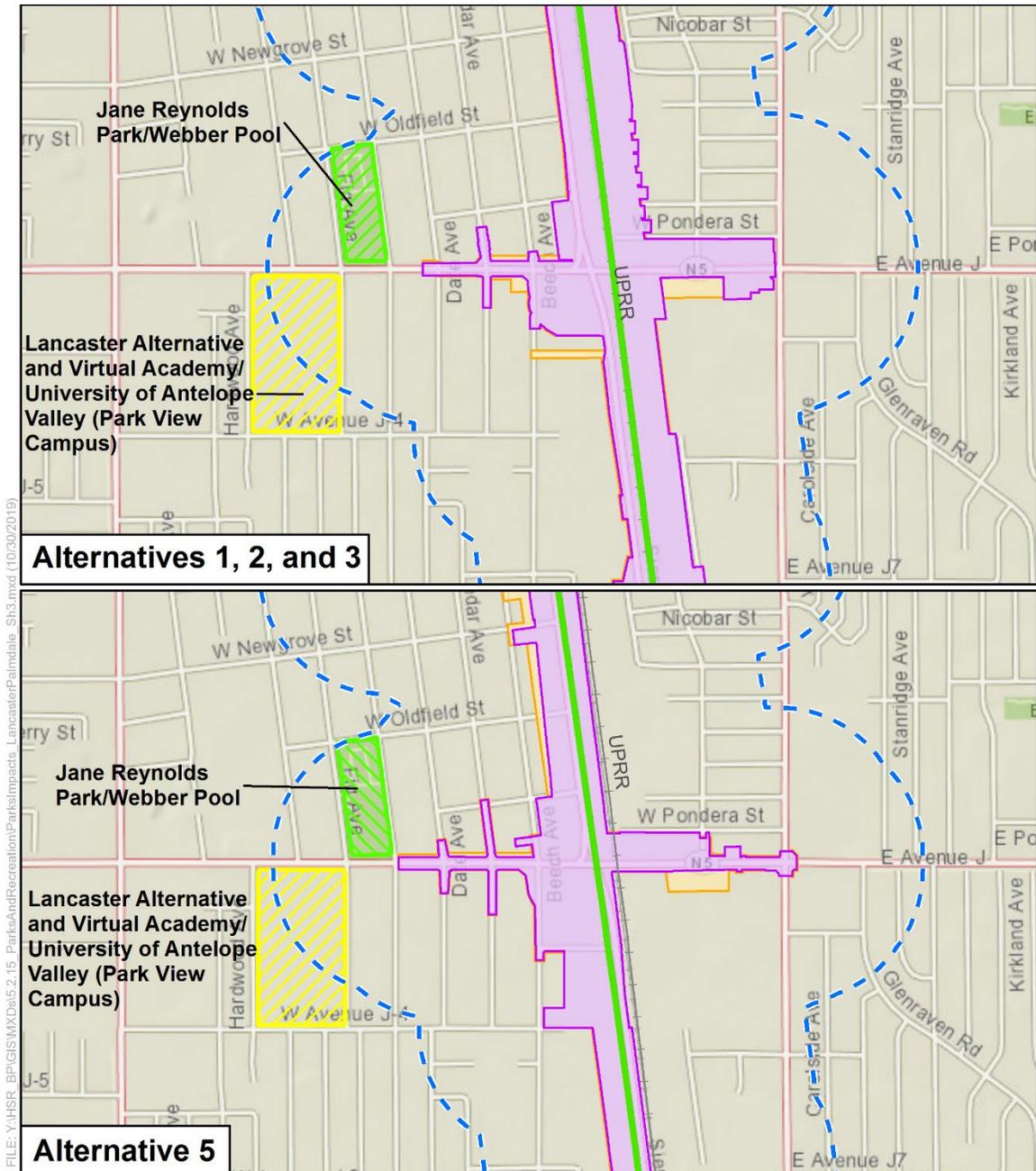
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 SOURCE: National Geographic (2015); CHSRA (4/2016, 10/2019) October 30, 2019



**Figure 3.15-3 Impacts at Resources in Lancaster and Palmdale**  
 (Sheet 1 of 5)



**Figure 3.15-3 Impacts at Resources in Lancaster and Palmdale**  
 (Sheet 2 of 5)

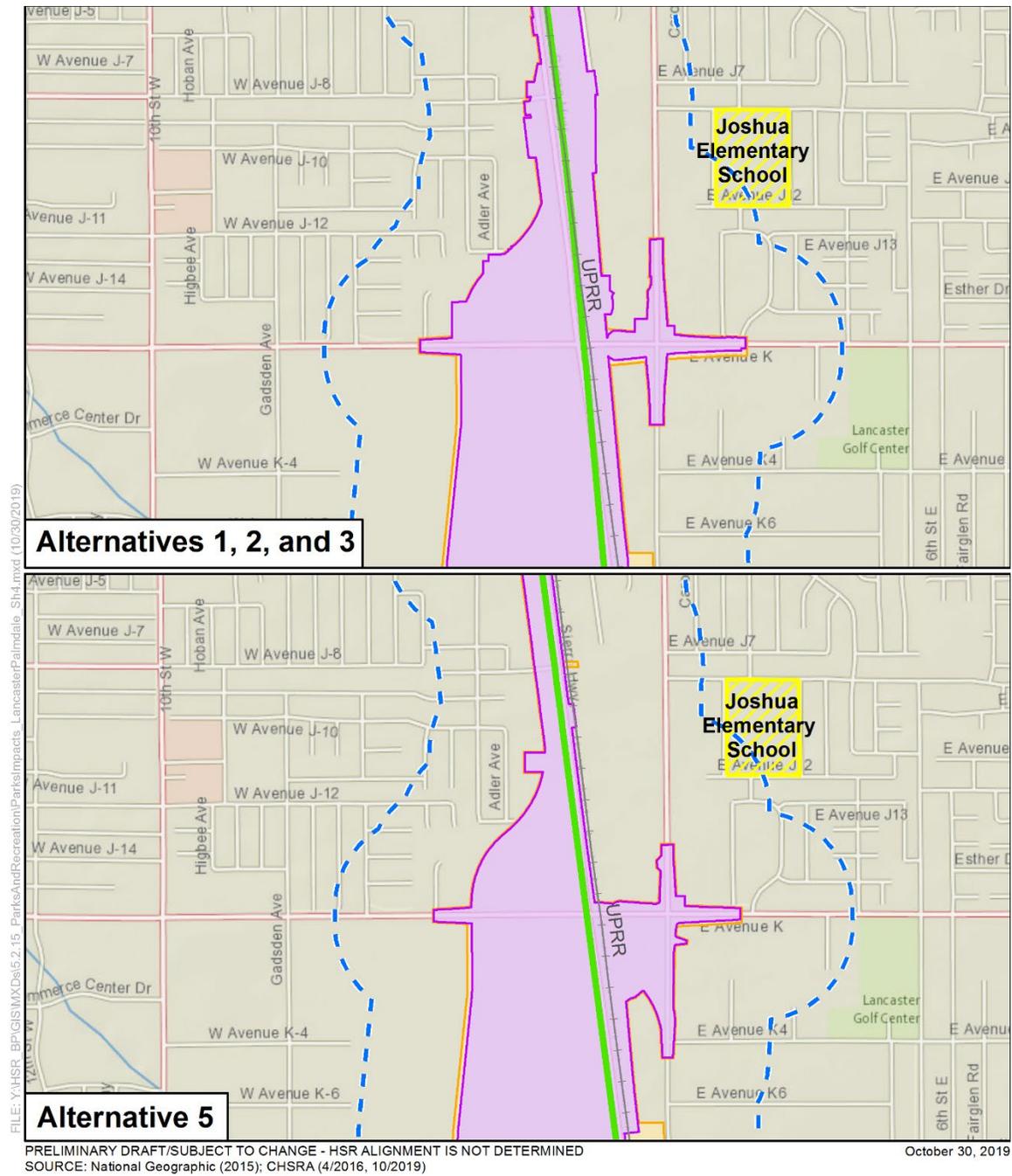


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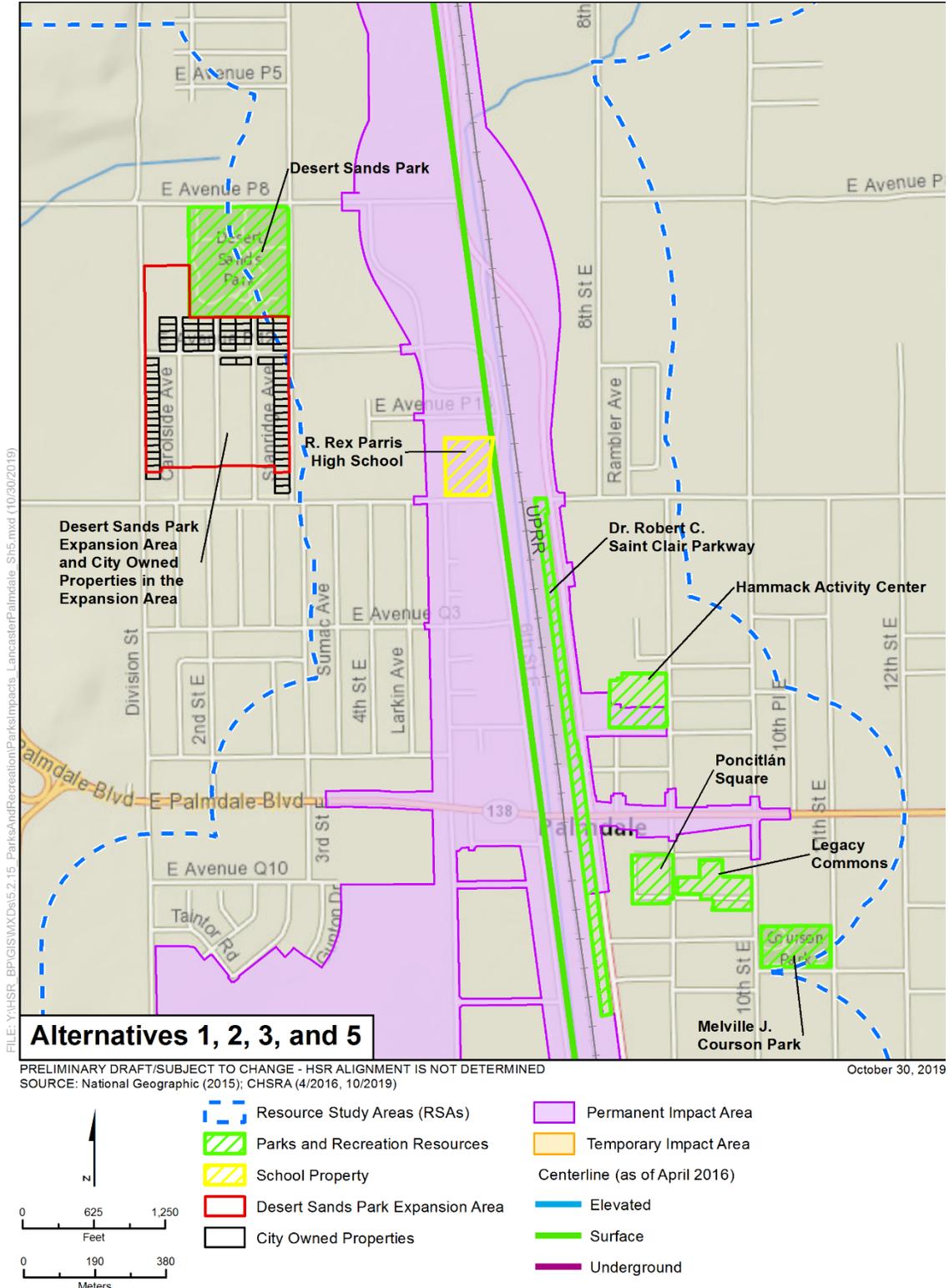
PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED  
 SOURCE: National Geographic (2015); CHSRA (4/2016, 10/2019) October 30, 2019



**Figure 3.15-3 Impacts at Resources in Lancaster and Palmdale**  
 (Sheet 3 of 5)



**Figure 3.15-3 Impacts at Resources in Lancaster and Palmdale**  
 (Sheet 4 of 5)



**Figure 3.15-3 Impacts at Resources in Lancaster and Palmdale**

(Sheet 5 of 5)

During operation and maintenance of this portion of the F-B LGA, changes to park character could occur as a result of noise and/or visual changes associated with the F-B LGA that disrupt recreational activities or opportunities at parks in the study area (correlates with Impact PK #6 in this Draft EIR/EIS). For the portion of the F-B LGA alignment from the intersection of 34th Street and L Street to Oswell Street in Bakersfield, Impact PK #4 in the *Fresno to Bakersfield Section Supplemental EIR* identifies a less than significant impact on Weill Park because the project would not degrade the visual quality of the surrounding area, which has limited aesthetic value due to the nature of being commercial and industrial development.

### **Alternatives 1, 2, 3, and 5**

#### ***Resources Not Affected under NEPA and CEQA***

The recreation uses at the resources or schools, listed below and shown on Figure 3.15-1, are greater than 300 feet from construction-related activities (i.e., the project footprint) for Alternatives 1, 2, 3, and 5. Therefore, no temporary air quality, noise, visual, or access effects related to construction activity are anticipated to occur at these resources during construction of Alternatives 1, 2, 3, and 5. No temporary or permanent acquisition of property from the recreation uses at these parks or schools would occur, and construction activities would not occur at the parks or schools. Based on the distance of these recreation uses from the HSR facilities and trains (more than 300 feet), no long-term air quality, noise, visual, or access effects would occur. As a result, effects on the following parks, recreation, and school play area resources that are greater than 300 feet from an B-P Build Alternative would be no effect under NEPA and no impact under CEQA under Alternatives 1, 2, 3, and 5:

- Ramon Garza Elementary School
- Sierra Middle School
- Foothill High School
- Planned Youth Baseball/Softball Complex
- Antelope Valley High School
- American Heroes Park
- Lancaster Alternative and Virtual Academy/University of Antelope Valley (Park View Campus)
- Desert Sands Park
- Melville J. Courson Park

Because there would be no construction or operations impacts at these resources under Alternatives 1, 2, 3, and 5, these resources are not discussed in Table 3.15-5. The locations of these resources in the RSAs are shown on Figure 3.15-3.

#### ***Impact Analysis***

Temporary and permanent impacts of the B-P Build Alternatives on parks, recreation, and school play area resources are described in Table 3.15-5 and illustrated on Figure 3.15-2 and Figure 3.15-3.

**Table 3.15-5 Construction and Operations Impacts on Parks, Recreation, and School Play Area Resources before and after Mitigation under Alternatives 1, 2, 3, and 5**

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<p><b>Pacific Crest Trail</b> (Figure 3.15-2)</p>	<p><b>Alternatives 1, 2, and 5:</b> <b>Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours</b> The construction of the viaduct and the adjoining segments of the HSR facility for Alternatives 1, 2, and 5 may require temporary impact areas under the viaduct alignment, which is anticipated to include areas crossed by the PCT. As shown on Figure 3.15-2, Alternatives 1, 2, and 5 would cross the PCT at three locations. One or more temporary impact areas needed during the construction of the viaduct could require temporary closures or temporary detours of this trail for approximately 10 months to 1 year. Construction would cause a significant impact on the PCT if it would create a barrier to access or the use of the trail. The Authority has committed to implementing IAMFs as part of the project. Under PK-IAMF#1: Parks, Recreation, and Open Space, the Authority would provide for safe and attractive access to parks and recreation facilities. Even with PK-IAMF#1, temporary impact areas during project construction could temporarily create a barrier for access or prevent the use of this trail. Mitigation Measures PCT-MM#1 and PCT-MM#2 would reduce this impact. Under PCT-MM#2: Temporary Trail Closures and Detours on the Pacific Crest Trail, the Authority would be required to provide detours to maintain connectivity if portions of the trail are closed during construction, and therefore, the trail would remain open to hikers and equestrian users. PCT-MM#2 also requires the design-build contractor to develop and implement a Trail Facilities Plan addressing the short-term project impacts on the segment of the PCT within the construction limits of the project. Detours for each closure would be developed in consultation with USFS and BLM, and appropriate signage would be used to notify trail users of the detours. PCT-MM#1 requires additional conditions specifically for the treatment of the PCT during construction. The actions in this measure include coordination with the private property owner, the USFS, and the BLM for the segment of the PCT that is crossed by the HSR facility, construction specifications, and adherence to best management practices during construction. With implementation of PCT-MM#1 and PCT-MM#2, the PCT would remain open and accessible during project construction, and therefore, construction would not temporarily create a barrier for access or prevent the use of the trail. <i>CEQA Conclusion:</i> Temporary closures during construction could temporarily create a barrier for access or prevent the use of the PCT, which would be a significant impact under CEQA. With implementation of PCT-MM#1 and PCT-MM#2, however, the PCT would remain open and accessible during project construction. Therefore, with mitigation, the project would not temporarily create a barrier for access or prevent the use of the trail, and the impact would be less than significant. <b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b> Users of the existing and temporarily detoured PCT segments could experience short-term air quality, noise, and visual effects associated with construction activities of Alternatives 1, 2, and 5, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality). As noted above, the construction of Alternatives 1, 2, and 5 could temporarily impact access at the PCT. These potential impacts would cause a significant impact on the PCT if they would result in a diminished capacity to use the trail for specific and defined recreational activities.</p>	<p><b>Alternatives 1, 2, and 5:</b> <b>Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources</b> Alternatives 1, 2, and 5 would not require the permanent acquisition of any land from the PCT. The Authority, in consultation with the U.S. Forest Service and the BLM, would be required to obtain a maintenance easement from the private property owner for access to the viaduct structure. The B-P Build Alternatives would not reduce the capacity, function, or value of the resource because they would not result in the acquisition of any land from the PCT or affect access to or the use of the trail at this segment of the trail. <i>CEQA Conclusion:</i> Acquisition of a recreation resource resulting in a diminished capacity to use the resource or a substantially reduced value of the resource would be a significant impact under CEQA. As explained above, Alternatives 1, 2, and 5 would not result in the acquisition of any land from the PCT. Therefore, the alternatives would not result in an acquisition that would result in a diminished capacity to use that resource or substantially reduce the value of that resource. Therefore, the impact would be less than significant. <b>Alternative 3:</b> <b>Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources</b> Alternative 3 would not require the permanent acquisition of any land from the PCT. The Authority, in consultation with the U.S. Forest Service and the BLM, would be required to obtain a maintenance easement from the private property owner for access to the viaduct structure. The crossing under the bridge structure would be able to accommodate trail users and equestrians. The construction of the proposed viaduct would temporarily prevent use of the trail during construction, but would not reduce the capacity, function, or value of the resource because it would not result in the acquisition of any land from the PCT or affect access to or the use of the trail at this segment of the trail. <i>CEQA Conclusion:</i> Acquisition of a recreation resource resulting in a diminished capacity to use the resource or a substantially reduced value of the resource would be a significant impact under CEQA. As explained above, Alternative 3 would not result in the acquisition of any land from the PCT. Therefore, the alternative would not result in an acquisition that would result in a diminished capacity to use that resource or substantially reduce the value of that resource. Therefore, the impact would be less than significant.</p>	<p><b>Alternatives 1, 2, and 5:</b> <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b> Alternatives 1, 2, and 5 would place the HSR alignment immediately adjacent to and in an aerial alignment (viaduct) above this National Scenic Trail. Alternatives 1, 2, and 5 would cross the PCT in three locations. This would result in views from the trail of the viaduct and trains crossing on the viaduct. The trail would remain accessible in the long term. However, Alternatives 1, 2 and 5 would also result in access impacts to a parking area located off of Oak Creek Road used by PCT hikers. Other environmental changes that could affect users of the trail are analyzed in detail in Subsections 3.4.6 (in Section 3.4, Noise and Vibration), 3.16.5 (in Section 3.16, Aesthetics and Visual Quality), and 4.6.1.1 (in Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations). Noise from passing trains would be perceptible to trail users. The noise levels during operation at the HSR crossings would constitute severe noise impacts (74.2 dBA L<sub>eq</sub>) under FRA criteria. Although noise at the crossing of the PCT would increase with operation of HSR trains, the PCT extends along and crosses existing transportation facilities throughout its entire alignment. The existing PCT crossings with roadways and railroads in the western U.S. experience noise associated with the operation of those transportation facilities. While operation of the HSR near the PCT would result in increased noise levels, the trail would still function as a public hiking trail. Nevertheless, because noise from passing trains would exceed the FRA standard at the crossing, the impact would be significant. As described in Section 3.16, Aesthetics and Visual Quality, the viaduct features near the PCT would be prominent and would draw viewer focus for approximately 0.5 to 1 mile (15–45 minutes of hiking time) in either direction of the PCT. Due to the proximity of the alternative (which would pass overhead) and duration of exposure for hikers, viewer exposure would be high. For northbound hikers, the alignments would be visible for approximately 0.5 mile, or for 10–20 minutes of hiking time. According to the Pacific Crest Trail Association, approximately 90 percent of PCT thru-hikers head northbound (Pacific Crest Trail Association 2014). For southbound hikers, the alignments would be visible for approximately 1 mile, or 20 to 40 minutes of hiking time. The viaducts also could be visible from other scenic peaks along the trail. Although wind energy development already compromises the integrity of the natural environment in the area, the viaducts would further degrade visual quality from the perspective of trail users with high viewer sensitivity. Under Mitigation Measure PCT-MM#1, the PCT would be realigned to reduce the number of crossings under the bridge structure from three crossings to one crossing. At this proposed viaduct crossing, the proposed trail realignment would result in an improved user experience when considering the coexistence of the trail and the HSR facility. Additionally, under Mitigation Measure PCT-MM#1, the parking area off Oak Creek Road would be relocated to continue serving PCT users. Mitigation Measure PCT-MM#1 would also minimize this impact by reducing the contrasting urban appearance of the project with the natural environment near the PCT. Mitigation Measure N&amp;V-MM#3 would reduce noise impacts by requiring the installation of sound barriers based on the findings of an HSR operations noise impact report. Mitigation Measure AVQ-MM#3 would reduce visual impacts by adding design enhancements to the viaducts and columns to reduce the incompatibility of visual character by decreasing color contrast and reflection from the HSR structure, and reducing the magnitude of overall impact.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<p><b>Pacific Crest Trail</b> (Figure 3.15-2) (Continued from previous page)</p>	<p>As described in Section 3.2, Transportation, heavy construction activities, such as grading, excavating, constructing the railbed, and laying the tracks, would occur over an approximately four-year period, and would involve temporary delays on roadways, as well as roadway detours and closures. Temporary delays and road closures, however, would not diminish the capacity to use the PCT because construction activities would not impede vehicle access or otherwise prevent the use of the trail. Moreover, TR-IAMFs #1 through #5 and TR-IAMFs #7 through #11, which would be implemented as part of the project, include requirements to maintain circulation and access throughout the project area during construction.</p> <p>As described in Section 3.3, Air Quality and Global Climate Change, emissions during construction would exceed applicable CEQA emissions thresholds for certain criteria pollutants, prior to mitigation. Construction-related emissions, however, would not affect access or diminish capacity to use the trail because the emissions would be dispersed into the atmosphere and would not acutely affect hikers that would only remain in the area temporarily. Nevertheless, because emissions would exceed applicable air quality thresholds, the impact is potentially significant. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, and AQ-MM#4 would reduce the impact by requiring emissions to be offset within the air quality districts.</p> <p>As described in Section 3.4, Noise and Vibration, construction activities would generate noise that would be perceptible to trail users, particularly in the area near where the viaduct alignment crosses the trail. That portion of the trail, however, would be rerouted at a distance where noise would be less perceptible. Moreover, noise would only be encountered temporarily as users pass by the alignment and would diminish rapidly as they move away. Nevertheless, because construction activities could generate noise in excess of FRA standards, the impact is potentially significant. Mitigation Measures N&amp;V-MM#1 and N&amp;V-MM#2 would reduce the impact by requiring the contractor to prepare and implement a noise monitoring program, which would ensure that construction noise does not exceed the FRA standards. Mitigation Measure PCT-MM#1 also requires the contractor to verify that noise does not exceed the FRA standards.</p> <p>Construction activities would introduce visual elements that are inconsistent with the natural landscape surrounding the PCT. Because construction activities would be visible in close proximity to the trail, the impact is potentially significant. Mitigation Measures AVQ-MM#1 and AVQ-MM#2 would reduce this impact by minimizing the visual change of construction areas and reducing lighting impacts on nearby light-sensitive receptors. Mitigation Measures PCT-MM#1 and PCT-MM#2 provide additional measures to reduce visual impacts during construction, including temporary closing and rerouting of the trail during construction activities.</p> <p><i>CEQA Conclusion:</i></p> <p>Users of the existing and temporarily detoured PCT segments near the alignment could experience short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the trail for specific and defined recreational activities. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, and AQ-MM#4 would mitigate air quality impacts by requiring emissions to be offset within the air quality districts. Mitigation Measures N&amp;V-MM#1 and N&amp;V-MM#2 would reduce potential noise impacts by requiring the contractor to prepare and implement a noise monitoring program, which would ensure that construction noise does not exceed the FRA standards. Mitigation Measure PCT-MM#1 also requires the contractor to verify that noise does not exceed the FRA standards. Mitigation Measures AVQ-MM#1 and AVQ-MM#2 would mitigate aesthetic impacts by minimizing the visual change of construction areas and reducing lighting impacts on nearby light-sensitive receptors. Mitigation Measures PCT-MM#1 and PCT-MM#2 provide additional measures to reduce visual impacts during construction, including temporarily closing and rerouting the trail during construction activities. With the implementation of these mitigation measures, the short-term construction effects related to air quality, noise, and aesthetics would not result in a diminished capacity to use the trail for specific and defined recreational activities, and the impact would be less than significant.</p>		<p><i>CEQA Conclusion:</i></p> <p>The project would result in a significant impact if it results in the acquisition of a recreational resource that would result in a diminished capacity to use the resource for specific and defined recreational activities. Project operations would result in aesthetic and intermittent noise impacts near a portion of the PCT that crosses the alignment, which could result in a diminished capacity to use the trail. Because the project crosses directly over the PCT, there are no feasible mitigation measures to reduce noise below the FRA standards. Mitigation Measure PCT-MM#1 would also reduce the contrasting urban appearance of the project with the natural environment near the PCT, but the project would remain highly visible near the crossing and could affect the experience of sensitive viewers. Although wind energy development already compromises the integrity of the natural environment in the area, the viaducts would further degrade visual quality from the perspective of trail users with high viewer sensitivity. Therefore, the impact is considered significant. Mitigation Measure PCT-MM#1 would realign the PCT to reduce the number of crossings under the bridge structure to one location. This would result in the reduction of views from the trail of the viaduct and trains crossing on the viaduct. Additionally, Mitigation Measure PCT-MM#1 would relocate the parking area to continue serving PCT users. However, even with mitigation, these noise and aesthetic impacts would result in a diminished capacity to use the PCT, and the impact would be significant and unavoidable.</p> <p><b>Alternative 3:</b></p> <p><b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b></p> <p>Alternative 3 would place the HSR alignment immediately adjacent to and in an aerial alignment (viaduct) above this National Scenic Trail. The trail would cross under the bridge structure at one location. This would result in views of the viaduct and trains crossing on the viaduct from the trail. The trail would remain accessible in the long term. Other environmental changes that could affect users of the trail are analyzed in detail in Subsections 3.4.6 (in Section 3.4, Noise and Vibration), 3.16.5 (in Section 3.16, Aesthetics and Visual Quality), and 4.6.1.1 (in Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations), to determine whether there would be any long-term indirect impacts on the trail as a result of project operation.</p> <p>As discussed in Section 3.16, Aesthetics and Visual Quality, existing wind energy development already compromises the integrity of the natural aesthetic environment at the PCT, and the embankment would further degrade visual quality from the perspective of trail users with high viewer sensitivity.</p> <p>Noise from passing trains would be perceptible to trail users. The noise levels during operation at the HSR crossings would constitute severe noise impacts (74.2 dBA L<sub>eq</sub>) under the FRA criteria. While noise at the crossing of the PCT would increase with operation of HSR trains, the PCT extends along and crosses existing transportation facilities throughout its entire alignment. The existing PCT crossings with roadways and railroads in the western U.S. experience noise associated with the operation of those transportation facilities. While operation of the HSR near the PCT would result in increased noise levels, the trail would still function as a public hiking trail.</p> <p><i>CEQA Conclusion:</i></p> <p>The project would result in a significant impact if it results in the acquisition of a recreational resource that would result in a diminished capacity to use the resource for specific and defined recreational activities. Project operations would result in aesthetic and intermittent noise impacts near a portion of the PCT that crosses the alignment, which could result in a diminished capacity to use the trail. Because the project crosses directly over the PCT, there are no feasible mitigation measures to reduce noise below the FRA standards. Mitigation Measure PCT-MM#1 would reduce the contrasting urban appearance of the project with the natural environment near the PCT, but the project would remain highly visible near the crossing and could affect the experience of sensitive viewers. Therefore, even with mitigation, these noise and aesthetic impacts would result in a diminished capacity to use the PCT, and the impact would be significant and unavoidable.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<b>Pacific Crest Trail</b> (Figure 3.15-2) (Continued from previous page)	<p><b>Alternative 3:</b></p> <p><b>Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours</b></p> <p>The construction of the HSR facility for Alternative 3 may require temporary impact areas where it crosses the PCT. As shown on Figure 3.15-2, the PCT would cross the HSR facility alignment under Alternative 3 at one location. One or more temporary impact areas needed during project construction could require temporary closures or temporary detours of one or more segments of the PCT for approximately 10 months to 1 year.</p> <p><i>CEQA Conclusion:</i></p> <p>Construction could temporarily create a barrier for access or prevent the use of the established trail. This would be a significant impact under CEQA prior to mitigation. However, PCT-MM#1 and PCT-MM#2 would be applied, and would mitigate temporary trail closures by the development and implementation of a Trail Facilities Plan. After mitigation, the impact would be less than significant under CEQA.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b></p> <p>Short-term air quality, noise, and visual effects associated with construction activities under Alternative 3 might occur.</p> <p><i>CEQA Conclusion:</i></p> <p>The construction of Alternative 3 could temporarily impact access to the PCT. This would be a significant impact under CEQA prior to mitigation. However, AQ-MM#1, AQ-MM#2, AQ-MM#3, and AQ-MM#4 mitigate air quality impacts by requiring emissions to be offset within the air quality districts. N&amp;V-MM#1 and N&amp;V-MM#2 would reduce potential noise impacts by requiring the contractor to prepare and implement a noise monitoring program, which would ensure that construction noise does not exceed the FRA standards. Further, AVQ-MM#1 and AVQ-MM#2 would mitigate aesthetic impacts by minimizing the visual change of construction areas and reducing lighting impacts on nearby light-sensitive receptors. These mitigation measures would be applied to reduce short-term impacts. With the implementation of these mitigation measures, the short-term construction effects related to air quality, noise, and aesthetics would not result in a diminished capacity to use the trail for specific and defined recreational activities, and the impact would be less than significant.</p>		

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<b>Whit Carter Park</b> (Figure 3.15-3 Sheet 1)	<p><b>Alternatives 1, 2, and 3:</b>                      As shown on Sheet 1 of Figure 3.15-3, Alternatives 1, 2, and 3 would include road improvements along Avenue H and Sierra Highway. As shown on Sheet 1 of Figure 3.15-3, no land from recreation areas at this park would be included in the temporary impact area for these alternatives.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b>                      During construction of Alternatives 1, 2, and 3, users of this park could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. The duration of construction activities in the vicinity of Whit Carter Park would be approximately 6 months. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p><i>CEQA Conclusion:</i>                      Construction of Alternatives 1, 2, and 3 could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA prior to mitigation. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, this impact would be less than significant under CEQA.</p> <p><b>Alternative 5:</b>  <b>Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours</b>                      As shown on Sheet 1 of Figure 3.15-3, an approximate 1.5-acre temporary impact area would be needed along the eastern part of the existing and planned parts of the park (35 acres) during construction of Alternative 5. The land occupied by the temporary impact area would include existing recreation areas. The duration of construction activities in the vicinity of Whit Carter Park would be approximately six months. The temporary impact area at this resource would extend into the existing parking lot in the southeastern part of the park, but vehicular access would be maintained during project construction. Therefore, these temporary construction impacts on this resource could temporarily create a barrier for access or prevent the use of the existing and planned parts of the park.</p> <p><i>CEQA Conclusion:</i>                      Construction of Alternative 5 could result in temporary restriction of access to the park or prevent the use of the existing and planned parts of the park. This would be a significant impact under CEQA. Mitigation Measure PC-MM#1 would be applied to determine whether modifications to recreation resources are needed and to ensure compensation for the temporary use of the recreational resource.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b>                      During construction of Alternative 5, users of this park could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p><i>CEQA Conclusion:</i>                      Construction of Alternative 5 could result in short-term air quality, noise, and visual effects associated with construction activities, which could result in diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, the impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, and 3:</b>                      No permanent acquisition of property from this park would occur under Alternatives 1, 2, and 3.</p> <p><b>Alternative 5:</b>  <b>Impact PK #3: Permanent Partial Acquisition of Property from Park, Recreation, and School Play Area Resources</b>                      Alternative 5 would require the permanent acquisition of approximately 6.9 acres of land from the existing and planned parts of Whit Carter Park (35 acres). The part of the park that would be acquired is along the eastern boundary, as shown on Sheet 1 of Figure 3.15-3, and would impact vehicular access to the park. This would represent approximately 19 percent of the total acreage of this park.</p> <p><i>CEQA Conclusion:</i>                      The acquisition of land from this resource would prevent the use of parts of the park and diminish the capacity to use or the value of this resource. This would be a significant impact under CEQA. Mitigation Measures PP-MM#1, PP-MM#3, and PP-MM#4 would mitigate the permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland; would mitigate permanent changes to access by consulting with the property owner regarding specific conditions of the changes to access; and would mitigate permanent acquisition of planned recreational use by working with relevant jurisdictions to establish appropriate compensation and relocation/realignment of a resource. After mitigation, this impact would be less than significant under CEQA.</p> <p><b>Impact PK #4: Property Acquisition of Property from Publicly Owned Parks</b>                      Alternative 5 would result in the permanent acquisition of approximately 6.9 acres of land from existing and planned parts of Whit Carter Park (35 acres). The permanent acquisition of land from this publicly owned park is an impact under the California Park Preservation Act that requires compensation or land, or both, to address the effects of that property acquisition.</p> <p><i>CEQA Conclusion:</i>                      The acquisition of land from this resource would prevent the use of parts of the park and would diminish the capacity to use or reduce the value of this resource. This would be a significant impact under CEQA. Mitigation Measures PP-MM#1, PP-MM#3, and PP-MM#4 would mitigate the permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland; would mitigate permanent changes to access by consulting with the property owner regarding specific conditions of the changes to access; and would mitigate permanent acquisition of planned recreational use by working with relevant jurisdictions to establish appropriate compensation and relocation/realignment of a resource. After mitigation, this would be a less than significant impact under CEQA.</p>	<p><b>Alternatives 1, 2, and 3:</b>  <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b>                      Alternatives 1, 2, and 3 would include permanent roadway improvements adjacent to the park, and park users would experience noise, air quality, and visual impacts similar to existing conditions along the eastern boundary of the park. Noise from HSR train operations would be perceptible to park patrons.</p> <p>The parts of the park used for recreation are already subject to noise from Sierra Highway and the UPRR corridor on a daily basis, with an existing noise level of 63.8 dBA <math>L_{eq}</math>. Operation of the HSR at this location would increase ambient noise levels to 68.3 dBA <math>L_{eq}</math>, a moderate impact, prior to mitigation.</p> <p>As discussed in Section 3.16, Aesthetics and Visual Quality, a key viewpoint at Whit Carter Park was analyzed for potential visual effects. It was determined that the existing visual quality of the park is moderate on the whole. Alternatives 1, 2, and 3 would be constructed at grade parallel to and between two major transportation corridors: Sierra Highway and a realigned UPRR right-of-way. Furthermore, while OCS poles on the guideway may be visible from the perspective of the park, they would be less prominent than the existing Avenue H overpass to the northeast. Moreover, the maturation of recently planted landscaping on site would filter views toward Alternatives 1, 2, and 3. Therefore, the visual quality at the park would remain moderate.</p> <p>Alternatives 1, 2, and 3 would require modification of the existing vehicular driveway, but the parking area would not require long-term modifications. Alternatives 1, 2, and 3 would not result in permanent effects related to vehicular and pedestrian access to this park and the recreation resources at the park. Therefore, Alternatives 1, 2, and 3 would not result in changes in the character of this recreation resource or its functions and values in the long term.</p> <p>This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p> <p><b>Alternative 5:</b>  <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b>                      Alternative 5 would shift the alignment of Sierra Highway west, and park users would experience noise, air quality, and visual impacts similar to existing conditions along the eastern boundary of the park. Noise from HSR train operations would be perceptible to park patrons. The parts of the park used for recreation are already subject to noise from Sierra Highway and the UPRR rail corridor on a daily basis, with an existing noise level of 63.8 dBA <math>L_{eq}</math>. Operation of the HSR at this location would increase ambient noise levels to 68.3 dBA <math>L_{eq}</math>, a moderate impact, prior to mitigation.</p> <p>As discussed in Section 3.16, Aesthetics and Visual Quality, a key viewpoint at Whit Carter Park was analyzed for potential visual effects. It was determined that the existing visual quality of the park is moderate on the whole. Alternative 5 would be constructed at grade parallel to and between two major transportation corridors: a realigned Sierra Highway to the west and the existing UPRR tracks to the east. While OCS poles on the guideway may be visible from the perspective of the park, they would be less prominent than the existing Avenue H overpass to the northeast. Moreover, the maturation of recently planted landscaping on-site would filter views toward Alternative 5. Therefore, visual quality at the park would remain moderate.</p> <p>Alternative 5 would require modification and relocation of the existing vehicular driveway, but the parking area would not require long-term modifications. As a result, Alternative 5 would not result in permanent effects related to vehicular and pedestrian access to this park and the recreation resources at the park.</p> <p><i>CEQA Conclusion:</i>                      Alternative 5 would not result in changes in the character of this recreation resource or its functions and values in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<p><b>Jane Reynolds Park/Webber Pool</b> (Figure 3.15-3) Sheet 3)</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> Alternatives 1, 2, and 3 would include road improvements along W Avenue J within 300 feet of the southeastern part of the park. Alternative 5 would include road improvements along W Avenue J within 150 feet of the southeastern part of the park. As shown on Sheet 3 of Figure 3.15-3, no land from recreation areas would be included in the temporary impact area. Vehicular and pedestrian access to the park would be maintained from all existing access points. The temporary impact area adjacent to the park would not create a barrier for access or temporarily prevent the use of the established recreation facilities.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b> During construction of Alternatives 1, 2, 3, and 5, users of this park could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p><i>CEQA Conclusion:</i> Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, the impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> No permanent acquisition of property from this park would occur under Alternatives 1, 2, 3, and 5.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b> Based on the distance of the recreation uses at this park from Alternative 1, 2, 3, and 5, HSR facilities and trains (more than 1,500 feet), no long-term air quality, noise, visual, or access effects would occur at those recreation uses under Alternatives 1, 2, 3, and 5.</p> <p>The permanent improvements under Alternatives 1, 2, 3, and 5 would be similar to the existing conditions along W Avenue J, and users of Jane Reynolds Park/Webber Pool would experience access, noise, and visual conditions similar to the existing setting at recreation areas in the park. The parts of the park used for recreation are already subject to roadway noise on a daily basis, with an existing ambient noise level of 58.8 dBA L<sub>eq</sub>. Operation of the HSR at this location would decrease noise levels to 55.7 dBA L<sub>eq</sub>, which would have no impact.</p> <p>Alternatives 1, 2, 3, and 5 would not result in permanent effects related to vehicular and pedestrian access to this park and the recreation resources at the park.</p> <p><i>CEQA Conclusion:</i> Alternatives 1, 2, 3, and 5 would not result in changes in the character of this recreation resource or its functions and values in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>
<p><b>R. Rex Parris High School</b> (Figure 3.15-3) Sheet 5)</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> As shown on Sheet 5 of Figure 3.15-3, no land from the recreation areas at this school would be included in the temporary impact area for the B-P Build Alternatives. The entire school property would be incorporated into the permanent impact areas for the HSR facility. Therefore, because the entire school property would be permanently acquired, there would be no temporary impacts on this resource.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> <b>Impact PK #3: Permanent Partial Acquisition of Property from Park, Recreation, and School Play Area Resources</b> Alternatives 1, 2, 3, and 5 would require the permanent acquisition of the entire school property, including the recreation areas.</p> <p><i>CEQA Conclusion:</i> The acquisition of land from this resource would permanently prevent use of the school play areas at this resource. This would be a significant impact under CEQA. Mitigation Measure PP-MM#1 would be applied to mitigate permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland. After mitigation, this impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> Alternatives 1, 2, 3, and 5 would remove the school play areas at R. Rex Parris High School. No recreational use would remain after project operation. Because the entire school property would be permanently acquired and therefore, no longer present, there would be no operations impacts on this resource.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<b>Dr. Robert C. St. Clair Parkway</b> (Figure 3.15-3) Sheet 5)	<p><b>Alternatives 1, 2, 3, and 5:</b></p> <p><b>Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours</b></p> <p>All B-P Build Alternatives would require construction activities adjacent to and within the parkway. As shown on Sheet 5 of Figure 3.15-3, a temporary impact area would be needed along the eastern part of the existing 8-acre parkway during construction of the footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway. The location of the footings for the pedestrian overcrossings would be limited to the areas immediately surrounding the footings and would be planned away from the bikeway trail, pedestrian pathway, and park benches. Access to and within the parkway is maintained via the bikeway trail, the pedestrian pathway that extends through the parkway, and via the frontage on Sierra Highway. Construction activities would have the potential to require temporary closures or temporary detours of the bikeway trail and the pedestrian pathway. The duration of construction activities for the Palmdale Station and in the vicinity of the Dr. Robert C. St. Clair Parkway would be approximately 6 years, and the temporary impact area in the parkway for construction of the footings in this parkway would be required for a shorter duration than the construction period for the entire station.</p> <p><i>CEQA Conclusion:</i></p> <p>Construction impacts on this resource could temporarily create a barrier for access or prevent the use of the existing and planned parts of the park. This would be a significant impact under CEQA. Mitigation Measure PC-MM#1 would be applied to enforce access restrictions at temporary impact areas, provide signing of fenced temporary impact areas, determine whether modifications to recreation uses are needed, and ensure compensation for the temporary use of the recreational resource. After mitigation, this would be a less than significant impact under CEQA.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b></p> <p>During construction of Alternatives 1, 2, 3, and 5, users of this parkway could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p><i>CEQA Conclusion:</i></p> <p>Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, the impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b></p> <p>Alternatives 1, 2, 3, and 5 would be adjacent to Dr. Robert C. St. Clair Parkway. The Palmdale Station would be located west of the alignment and the UPRR right-of-way. Four pedestrian overcrossings would connect the Palmdale Station on the west side of the rail corridor to Sierra Highway on the east side of the rail corridor. The footings for the four overcrossings would be the only project components in the parkway.</p> <p><b>Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources</b></p> <p>Alternatives 1, 2, 3, and 5 would require the permanent acquisition of only a very minor amount of land for the column footings from the existing Dr. Robert C. St. Clair Parkway. The part of the parkway that would be acquired is along the eastern boundary, as shown on Sheet 5 of Figure 3.15-3. This would represent a small portion of the total acreage of this 8-acre parkway. The recreation areas underneath the overcrossings that are currently available in the Dr. Robert C. St. Clair Parkway would continue to be available once the overcrossings are installed.</p> <p><i>CEQA Conclusion:</i></p> <p>The acquisition of land from this resource for the overcrossing footings would prevent the use of parts of the park and reduce the capacity, function, or value of this resource. This would be a significant impact under CEQA. Mitigation Measure PP-MM#1 would mitigate permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland. After mitigation, this impact would be less than significant under CEQA.</p> <p><b>Impact PK #4: Property Acquisition of Property from Publicly Owned Parks</b></p> <p>Alternatives 1, 2, 3, and 5 would result in the permanent acquisition of only a very minor amount of land for the column footings from the Dr. Robert C. St. Clair Parkway. The permanent acquisition of land from this publicly owned 8-acre parkway is an impact under the California Park Preservation Act that requires compensation or land, or both, to address the effects of that property acquisition.</p> <p><i>CEQA Conclusion:</i></p> <p>The acquisition of land from this resource for the overcrossing footings would prevent the use of parts of the park and reduce the capacity, function, or value of this resource. This would be a significant impact under CEQA. Mitigation Measure PP-MM#1 would mitigate permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland. After mitigation, this impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b></p> <p><b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b></p> <p>Alternatives 1, 2, 3, and 5 would locate footings for four pedestrian overcrossings in the existing parkway. The pedestrian overcrossings would connect the Palmdale Station on the west side of the rail corridor to Sierra Highway on the east side of the rail corridor. Parkway users would experience noise and air quality impacts similar to existing conditions along the eastern boundary (Sierra Highway) and western boundary (rail corridor) of the parkway. Noise from HSR train operations would be perceptible to parkway patrons. The parkway is already subject to noise from Sierra Highway and the UPRR rail corridor on a daily basis, with an existing noise level of 64 dBA L<sub>eq</sub>. Operation of the HSR at this location would not increase noise levels. Noise from vehicles on Sierra Highway, adjacent to parkway patrons, would overshadow noise generated by the HSR at this location.</p> <p>The B-P Build Alternatives would result in some visual degradation in views within the parkway due to the removal of vegetation at the footing locations and the presence of the overcrossing that would span over the parkway.</p> <p>This existing parkway is located in a transportation setting between a rail corridor and Sierra Highway. As discussed in Section 3.16, Aesthetics and Visual Quality, a key viewpoint on Avenue Q-6 in the vicinity of this recreation resource was analyzed for potential visual effects. The existing trees behind the Robert C. St. Clair Parkway partially screen the view of the existing rail corridor. The HSR guideway would be similar in form and materials to the visual elements of the existing railroad and highway. Because the existing trees lining Sierra Highway and screening the alignment would remain, viewers would have limited exposure to the alignment. Although all B-P Build Alternatives would alter views for recreational users within the parkway, the project would not degrade the visual quality of the surrounding area, which has limited aesthetic value due to its location between existing transportation uses.</p> <p>Alternatives 1, 2, 3, and 5 would not result in permanent effects related to vehicular and pedestrian access to this parkway and the recreation resources.</p> <p><i>CEQA Conclusion:</i></p> <p>Alternatives 1, 2, 3, and 5 would not result in changes in the character of this recreation resource or diminish its capacity for use and reduce its value in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<p><b>Hammack Activity Center</b> (Figure 3.15-3) Sheet 5)</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> <b>Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours</b> Alternatives 1, 2, 3, and 5 would include road improvements along E Avenue Q-6. As shown on Sheet 5 of Figure 3.15-3, no land from the activity center property would be included in the temporary impact area. Vehicular and pedestrian access to the activity center would be maintained at all times from the entrance from 9th Street E. Construction activities on Avenue Q-6 E would potentially result in temporary closures of the vehicular entrance on Avenue Q-6 E. The duration of construction activities for the Palmdale Station and in the vicinity of the Hammack Activity Center would be approximately 6 years, and the duration of construction on Avenue Q-6 E would be shorter than the construction period for the entire station. <i>CEQA Conclusion:</i> Closures of the E Avenue Q-6 entrance would create a barrier for access or temporarily prevent the use of the established recreation facilities. This would be a significant impact under CEQA. Mitigation Measure PC-MM#1 would enforce access restrictions at temporary impact areas, provide signing of fenced temporary impact areas, determine whether modifications to recreation uses are needed, and provide compensation for temporary losses to recreational resources. <b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b> During construction of Alternatives 1, 2, 3, and 5, users of the outdoor hockey rinks at this activity center could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality). <i>CEQA Conclusion:</i> Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, there would be a less than significant impact under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> No permanent acquisition of property from this activity center would occur under Alternatives 1, 2, 3, and 5.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b> Users of the outdoor hockey rinks would experience noise, air quality, and visual impacts similar to existing conditions west of the activity center. Noise from HSR train operations would be perceptible to activity center patrons at the outdoor hockey rinks. The part of the activity center near the HSR alignment is already subject to noise from Sierra Highway and the UPRR rail corridor on a daily basis, with an existing noise level of 66 dBA <math>L_{eq}</math>. Operation of the HSR at this location would increase noise levels to 69 dBA <math>L_{eq}</math>, a 3 dBA increase prior to mitigation. This alternative would result in some visual degradation in views from the outdoor hockey rinks to the west due to the presence of the HSR security fencing. However, they would be consistent with the existing transportation setting in this resource. As discussed in Section 3.16, Aesthetics and Visual Quality, a key viewpoint on Avenue Q-6 in the vicinity of this recreation resource was analyzed for potential visual effects. The existing trees behind the Robert C. St. Clair Parkway partially screen the view of the existing rail corridor. As a result of parkway landscaping, the existing visual quality is moderate. The B-P Build Alternatives would operate on at-grade tracks along the existing rail corridor. The HSR guideway would be similar in form and materials to the visual elements of the existing railroad, highway, and adjacent commercial and industrial buildings. Because the existing trees lining Sierra Highway and screening the alignment would remain, viewers would have limited exposure to the alignment. Alternatives 1, 2, 3, and 5 would not result in permanent effects related to vehicular and pedestrian access to this activity center and the outdoor recreation resources at this recreation resource. <i>CEQA Conclusion:</i> Alternatives 1, 2, 3, and 5 would not result in changes in the character of this recreation resource or diminish the capacity for use and reduce its value in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>
<p><b>Poncitlán Square</b> (Figure 3.15-3) Sheet 5)</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> Alternatives 1, 2, 3, and 5 would include road improvements along E Palmdale Boulevard and 9th Street E within 115 feet of the northeastern part of the park. As shown on Sheet 5 of Figure 3.15-3, no land from recreation areas would be included in the temporary impact area. Vehicular and pedestrian access to the park would be maintained from all existing access points. <b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b> During construction of Alternatives 1, 2, 3, and 5 users of this park could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality). Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, this impact would be less than significant under CEQA.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> No permanent acquisition of property from this park would occur under Alternatives 1, 2, 3, and 5.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b> <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b> Based on the distance of the recreation uses at this park from Alternative 1, 2, 3, and 5 HSR facilities and trains (approximately 700 feet), no long-term air quality, noise, visual, or access effects would occur at those recreation uses under Alternatives 1, 2, 3, and 5. The permanent improvements under Alternatives 1, 2, 3, and 5 would be similar to the existing conditions along 9th Street E and E Palmdale Boulevard, and users of Poncitlán Square would experience access, noise, and visual conditions similar to the existing setting at recreation areas in the park. Due to intervening civic uses, the HSR alignment would not be visible from Poncitlán Square. The part of the park path near the HSR alignment is already subject to noise from adjacent roadways on a daily basis, with an existing ambient noise level of 64 dBA <math>L_{eq}</math>. Operation of the HSR at this location would increase ambient noise levels to 67 dBA <math>L_{eq}</math>, a 3 dBA increase prior to mitigation. Alternatives 1, 2, 3, and 5 would not result in permanent effects related to vehicular and pedestrian access to this park and the recreation resources at the park. <i>CEQA Conclusion:</i> Alternatives 1, 2, 3, and 5 would not result in changes in the character of this recreation resource or diminish the capacity for use and reduce its value in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
<b>Legacy Commons</b> (Figure 3.15-3 Sheet 5)	<p><b>Alternatives 1, 2, 3, and 5:</b>                      Alternatives 1, 2, 3, and 5 would include road improvements along 10th Street E within 150 feet of the northeastern part of the activity center. As shown on Sheet 5 of Figure 3.15-3, no land from recreation areas would be included in the temporary impact area. Vehicular and pedestrian access to the activity center would be maintained from all existing access points.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b>                      During construction of Alternatives 1, 2, 3, and 5, users of this activity center could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p>Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After mitigation, this impact would be less than significant.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b>                      No permanent acquisition of property from this activity center would occur under Alternatives 1, 2, 3, and 5.</p>	<p><b>Alternatives 1, 2, 3, and 5:</b>  <b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b>                      Based on the distance of the recreation uses at this activity center from Alternative 1, 2, 3, and 5 HSR facilities and trains (approximately 1,120 feet), no long-term air quality, noise, visual, or access effects would occur at those recreation uses under Alternatives 1, 2, 3, and 5.</p> <p>The permanent improvements under Alternatives 1, 2, 3, and 5 would be similar to the existing conditions along 10th Street E and users of Legacy Commons would experience access, noise, and visual conditions similar to the existing setting. Due to intervening residential uses, the HSR alignment would not be visible from Legacy Commons.</p> <p>The part of the activity center near the HSR alignment is already subject to noise from adjacent roadways on a daily basis, with an existing ambient noise level of 66 dBA L<sub>eq</sub>. Operation of the HSR at this location would increase ambient noise levels to 67 dBA L<sub>eq</sub>, a 2 dBA increase prior to mitigation. Alternatives 1, 2, 3, and 5 would not result in permanent effects related to vehicular and pedestrian access to this activity center.</p> <p><i>CEQA Conclusion:</i>                      Alternatives 1, 2, 3, and 5 would not result in changes in the character of this recreation or diminish the capacity for use and reduce its value in the long term. This would be a less than significant impact under CEQA. Therefore, mitigation is not required.</p>

Resource Name	Construction Impacts		Operations Impacts
	Temporary Impacts during Project Construction	Permanent Impacts Resulting from Project Construction	Permanent Impacts Resulting from Project Operation
La Paz	<p><b>Alternatives 1, 2, 3, and 5 (and the CCNM Design Option and the Refined CCNM Design Option)</b></p> <p>During construction of Alternatives 1, 2, 3, and 5, users of this activity center could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. No land from the Nuestra Señora Reina de la Paz (La Paz) property would be included in the temporary impact area. The entire La Paz facility is considered a parks and recreation resource. This facility contains 27 buildings including the Villa La Paz Conference and Education Center and also includes numerous landscape features. The areas that are currently open to visitors include a visitor center and a memorial garden in which César Chávez is buried. Other parts of the area are closed to visitors, because it continues to serve as a home and workplace for the César Chávez cause.</p> <p><b>Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts</b></p> <p>During construction of Alternatives 1, 2, 3, and 5, users of this activity center could experience short-term air quality, noise, and visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Subsections 3.2.6 (in Section 3.2, Transportation), 3.3.6 (in Section 3.3, Air Quality and Global Climate Change), 3.4.6 (in Section 3.4, Noise and Vibration), and 3.16.5 (in Section 3.16, Aesthetics and Visual Quality).</p> <p>Construction could cause short-term air quality, noise, and visual effects associated with construction activities, which could result in a diminished capacity to use the park for specific and defined recreational activities, especially the use of the Memorial Gardens in which César Chávez is buried, under Alternatives 1, 2, 3, and 5. With the CCNM Design Option, La Paz is still likely to have similar impacts, although at its closest proximity, the CCNM Design Option would be 850 feet northeast of La Paz, compared to 400 feet for the alignment alternatives. Construction-related short-term air-quality, noise, and visual effects are still likely to affect the use of the Memorial Gardens and the visitors center, which are open to the public. With the CCNM Design Option, however, these impacts are likely less than that of the alignment alternative. The Refined CCNM Design Option would be 2,693 feet to 3,860 feet northeast of La Paz. With the Refined CCNM Design Option, short-term construction impacts would be further reduced in comparison to the alignment alternatives. This would be a significant impact under CEQA. Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts. After implementation of mitigation measures, these temporary impacts would be less than significant.</p>	<p><b>Alternatives 1, 2, 3, and 5 (and the CCNM Design Option and the Refined CCNM Design Option)</b></p> <p>No permanent acquisition of property from this park would occur under Alternatives 1, 2, 3, and 5, the CCNM Design Option, or the Refined CCNM Design Option.</p>	<p><b>Alternatives 1, 2, 3, and 5 (and the CCNM Design Option and the Refined CCNM Design Option)</b></p> <p><b>Impact PK #6: Project Changes to Park or Recreation Facility Use or Character</b></p> <p>Based on the distance of the recreation uses at this resource from Alternatives 1, 2, 3, and 5 (approximately 400 feet), from the CCNM Design Option (approximately 850 feet), and from the Refined CCNM Design Option (0.53 mile [2,693 feet] to 0.73 mile [3,860 feet]), no long-term air quality, noise, or access effects would occur that would affect the use of La Paz as a visitor's center or as a memorial garden. Further, under the CCNM or the Refined CCNM Design Options, with the incorporation of the noise barrier as a project design feature, La Paz would not be an impacted noise receptor. However, visual impacts would occur based on the fact that the HSR alignment and the CCNM Design Option would be visible from the La Paz facility. Although the Refined CCNM Design Option would be visible from a limited number of locations at La Paz, visual impacts to the La Paz facility would be avoided under this option. As HSR Alternatives 1, 2, 3, and 5 cross the Three Peaks and enter the viaduct, the HSR alignment would be visually prominent from Villa La Paz, the road leading to Villa La Paz, and from the top of the Peace Rocks. Likewise, the CCNM Design Option would introduce a prominent aerial feature, especially from viewpoints in the northeast corner of La Paz. Although the viaduct would not block the character-defining views of the Three Peaks, it would be a prominent incompatible feature visible from the La Paz facility. This would create changes in the facility's visual character and could result in reduced value of the park resource overall. Also, under Alternative 1, the viaduct would not be visible from Memorial Gardens and would not affect the use of that portion of La Paz. The viaduct would still be visually prominent from other facilities in La Paz under Alternative 1, such as the Villa La Paz Conference and Education Center. At 2,693 feet to 3,860 feet distant from La Paz, the Refined CCNM Design Option would introduce the least amount of visual change to the area (in the form of a berm that would be naturally contoured and vegetated), and would only be visible from a few locations within La Paz.</p> <p><i>CEQA Conclusion:</i></p> <p>Alternatives 1, 2, 3, and 5 and the CCNM Design Option would result in changes in the character of this recreation resource and may reduce its value in the long term. Although the viaduct would not be visible from the Memorial Gardens in which César Chávez is buried, the visitor's center, Villa La Paz, and the facility as a whole would be impacted by reduced visual quality. This would be a significant impact under CEQA. With Mitigation Measure AVQ-MM#3, design enhancements to the viaducts and columns would reduce the incompatibility of visual character by decreasing color contrast and reflection from the HSR structure, and would reduce the magnitude of overall impact. Nonetheless, after implementation of mitigation measures, impacts would remain significant and unavoidable for the B-P Build Alternatives and the CCNM Design Option. However, at 2,693 feet to 3,860 feet distant from La Paz, the visual alteration from the Refined CCNM Design Option would be minimal, distant, low on the horizon, and only visible from a few locations within the facility. The prominence of and exposure to the HSR viaduct would vary depending on one's specific viewing position inside La Paz; generally, viewer exposure would be low as the HSR structure would mostly be blocked or too far away to be substantially visible. Therefore, the Refined CCNM Design Option would result in less than significant impacts to La Paz.</p>

Source: California High-Speed Rail Authority, 2017

Impacts presented in this table are the same with or without the CCNM and the Refined CCNM Design Options.

Authority = California High-Speed Rail Authority

B-P = Bakersfield to Palmdale Project Section

BLM = Bureau of Land Management

CCNM = César E. Chávez National Monument

CEQA = California Environmental Quality Act

dBA L<sub>eq</sub> = equivalent continuous sound level measured in A-weighted decibels

FRA = Federal Railroad Administration

HSR = high-speed rail

La Paz = Nuestra Señora Reina de la Paz National Historical Landmark/César E. Chávez National Monument.

OCS = Overhead Catenary System

PCT = Pacific Crest Trail

UPRR = Union Pacific Railroad

USFS = U.S. Forest Service

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### **Bakersfield Station—Fresno to Bakersfield (Locally Generated Alternative)**

The impact analysis for the Bakersfield Station—F-B LGA was completed in 2018 in the *Fresno to Bakersfield Supplemental EIR* (Authority 2018). The following discussion summarizes and incorporates by reference the environmental consequences included in that analysis.

#### **Construction Impacts**

There is one park within 300 feet of the F-B LGA Station Alternative and centerline. The F-B LGA would pass over Weill Park on an elevated guideway. Construction activities would require the temporary closure of Weill Park for approximately 3 to 6 months. Existing bicycle access around and/or through Weill Park would be maintained during temporary closures associated with construction through the implementation of mitigation measures.

No indirect impacts on park users at Weill Park would result because use of a part of the park would be restricted during construction activities. The park access restrictions would create a physical barrier between users and exposure to construction noise.

Project construction would require the permanent acquisition of approximately 0.099 acre of Weill Park along with permanent acquisition of a 0.6-acre easement.

The Bakersfield Station—F-B LGA construction would occur within 100 feet of the Kern County Museum and within 160 feet of the Metropolitan Recreation Area. During construction, users of the park and recreation areas would be subjected to noise and dust from the construction activities.

#### **CEQA Conclusion**

Construction would require the temporary closure of Weill Park for 3 to 6 months. Additionally, construction would occur within 100 feet of the Kern County Museum and within 160 feet of the Metropolitan Recreation Area. Therefore, the impact and duration of the construction activities on the park, museum, and recreation area would be a significant impact under CEQA.

#### **Operations Impacts**

Mitigation includes requirements for the Authority to work with the affected jurisdiction (City of Bakersfield) and provide appropriate compensation for permanently acquired parkland. This compensation would allow for the implementation of new recreational facilities or the improvement of existing facilities. In addition, the proposed Bakersfield Station—F-B LGA would include new park space that would at least partially offset the parkland that would be acquired for the project, and would be located in generally the same area as the parkland being acquired. The F-B LGA is not anticipated to result in a substantially diminished capacity to use park resources or to substantially reduce the recreational value of that resource, and replacement acreage would be provided for the acquired parkland.

The proposed alignment would not pass within 100 feet of any school recreational facilities; therefore, no lands would be acquired from schools.

Views from within Weill Park would be altered by the intrusion of the elevated rail line into middle-ground views and the removal of vegetation currently present in foreground views. Operational noise from the HSR project would increase noise exposure for users of Weill Park. This resource is currently within an existing rail transport corridor and is subject to trains passing through the area intermittently. Therefore, the context of the ambient noise environment would remain substantially the same as existing conditions, and operations noise impacts would be less than significant under CEQA.

The RSA for the Bakersfield Station—F-B LGA includes Weill Park (approximately 2,525 feet from the station), the Kern County Museum (approximately 100 feet from the station), and the Metropolitan Recreation Area (approximately 160 feet from the station).

The Bakersfield Station—F-B LGA would be approximately 100 feet from the Kern County Museum. This could increase visitation to the museum and could introduce operational noise to visitors of the museum. Access to the museum is restricted to the purchase of entry tickets, which ensures that the potential for increased visitation would not degrade the existing museum facilities or resources,

because only as many visitors as could be accommodated on any given day would be admitted. Therefore, the potential for increased visitation to result in impacts associated with changes to the character of the Kern County Museum would be less than significant under CEQA. The proximity of the station would also have the potential to introduce a new source of noise to visitors of the Kern County Museum, which is mainly an outdoor, architectural park. However, the project is within an existing rail corridor and the area is presently subject to noise similar to that associated with station operations. Potential impacts associated with operational noise would be less than significant due to the implementation of mitigation measures, including noise barriers to reduce operational noise. Therefore, potential impacts associated with project-related changes to park character would be less than significant under CEQA.

The proposed Bakersfield Station—F-B LGA is approximately 160 feet from the edge of the Metropolitan Recreation Area. Access to Sam Lynn Ball Park is restricted by fencing and granted either through purchase of a ticket for a baseball game or payment of fees to reserve the baseball fields. Although the park is owned by the Kern County Parks and Recreation Department, the fields are not open for free public use. Therefore, increases in use related to the project would not result in degradation of this facility. The remainder of the Metropolitan Recreation Area is open for public use, and may be visited by riders of the HSR who travel to the area specifically to use those recreational facilities. The proposed station would include a park, and riders of the HSR who are not traveling to the area to specifically utilize the nearby recreational facilities would be more likely to use the on-site park before walking to the Metropolitan Recreation Area. Therefore, any increase in use would be incremental and would not result in degradation of the facility.

#### **CEQA Conclusion**

The presence of the Bakersfield Station—F-B LGA would change views from within the Metropolitan Recreation Area due to the proximity of the station to the west/southwest of the park. Views of the Kern River, located to the west/northwest of the Metropolitan Recreation Area, would not be blocked by the project. Views to the north and east from the park area would also remain unobstructed. The project would therefore not degrade the existing visual character or quality of the site and its surroundings. Operational noise from the HSR project would increase noise exposure for users of the parkway and facilities. Operations noise impacts would be mitigated through implementation of noise barriers. Additionally, uses of the Metropolitan Recreation Area include sports and other activities that generate and are subject to outdoor noise levels, and the recreation area is located in an existing rail transport corridor that is subject to noises such as those that would be introduced by the project. Therefore, operations noise impacts on the Metropolitan Recreation Area resulting from the Bakersfield Station—F-B LGA would be less than significant under CEQA.

### **3.15.7 Mitigation Measures**

The impacts described in Section 3.15.6 were analyzed before and after mitigation. The mitigation measures described in this section are organized according to impact type.

In addition to the mitigation measures described in the following sections, measures provided in other sections of this EIR/EIS address potential effects on park, recreation, and school play area resources, as follows:

- Section 3.2 describes mitigation measures for impacts during construction related to transportation and access
- Section 3.3 provides measures addressing construction dust effects on air quality
- Section 3.4 provides measures addressing noise effects
- Section 3.16 provides measures addressing the visual effects of construction areas and project features
- Section 3.17 provides measures addressing impacts related to cultural resources such as La Paz.
- Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations, provides measures to minimize harm to resources protected under Section 4(f) of the Department of Transportation Act.

The following types of mitigation measures address the potential effects of the construction and operation of the B-P Build Alternatives on park, recreation, and school play area resources:

- Park and Recreation-Mitigation Measures (PR-MM) address program-wide impacts on parks and are standard for the HSR Project Sections.
- Park Construction-Mitigation Measures (PC-MM) address short-term impacts on parks, recreation areas, and school play areas during construction of the B-P Build Alternatives.
- Park Project-Mitigation Measures (PP-MM) address permanent impacts resulting from project construction and permanent effects resulting from project operation on parks, recreation resources, and school play areas.

### **3.15.7.1 Fresno to Bakersfield Locally Generated Alternative Mitigation Measures from 34th Street and L Street to Oswell Street**

The *Fresno to Bakersfield Section Final Supplemental EIR* (Authority 2018) and the *Fresno to Bakersfield Section: Locally Generated Alternative Final Supplemental EIS* (Authority 2019) identified mitigation measures that are applicable to the entire length of the F-B LGA from just north of Poplar Avenue to Oswell Street. Not all measures identified in the Final Supplemental EIR and the Final Supplemental EIS are applicable to the portion of the F-B LGA from 34th Street and L Street to Oswell Street. The following parks, recreation, and open space-related mitigation measures are applicable to the portion of the F-B LGA from 34th Street and L Street to Oswell Street:

- **F-B LGA PP-MM#1:** Prior to temporary closures of linear park facilities, the Authority will ensure that connections to the unaffected park portions or nearby roadways are maintained. If a proposed linear park closure restricts connectivity, the Authority will provide alternative pedestrian and bicycle access via existing roadways or other public rights-of-way. The Authority will provide detour signage and lighting and will ensure that the alternative routes meet all public safety requirements.
- **F-B LGA PP-MM#3:** The Authority will consult with affected jurisdictions to identify its share of funding to provide additional maintenance, labor, and repairs for the existing park areas to remedy any potential degradation of existing facilities that may result from increased facility use. Prior to project construction, the Authority will enter into an agreement with the affected jurisdictions (City of Bakersfield and Kern County) that establishes the funding share and describes the relative roles of the Authority and the affected jurisdictions in providing continuous maintenance of existing play areas, or compensation for play areas acquired in order to accommodate the project.

### **3.15.7.2 Identification of Impacts**

This section describes the types of impacts that could potentially affect the operation, use, and character of parks, recreation, and school play areas in the RSAs. As described briefly below, these impacts are classified as: Temporary Impacts during Project Construction, Permanent Impacts Resulting from Project Construction, and Permanent Impacts Resulting from Project Operation. Not all impacts described in this section have Section 4(f) implications; refer to Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations, for a discussion of those impacts.

#### **Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours**

Temporary impact areas that require the temporary use of land from recreation areas or trails could require temporary closures of those resources and/or temporary detours of trails, create a temporary barrier for access to/from a resource, or temporarily prevent the use of the established recreation resource.

#### **CEQA Conclusion**

Prior to mitigation, this impact would be significant to the PCT, Whit Carter Park, Dr. Robert C. St. Clair Parkway, and Hammack Activity Center. However, Mitigation Measures PCT-MM#1, PCT-

MM#2, and PC-MM#1 would be applied to bring these impacts to less than significant levels. PC-MM#1 would reduce temporary impacts on these resources by enforcing access restrictions at temporary impact areas, providing signing of fenced temporary impact areas, determining whether modifications to recreation uses are needed, and ensuring compensation for the temporary use of the recreational resource. PCT-MM#1 and PCT-MM#2 would reduce the impacts on PCT by ensuring the trail would remain open and accessible during project construction.

### **Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts**

During construction, park and trail users could experience short-term access (pedestrian and vehicle), air quality, noise, and/or visual effects associated with construction activities, including grading and equipment operations. These potential short-term impacts are described in Sections 3.2, Transportation; 3.3, Air Quality and Global Climate Change; 3.4, Noise and Vibration; and 3.16, Aesthetics and Visual Quality. The construction-related activities would potentially result in short-term effects if they would result in a diminished capacity to use the resource for specific and defined recreational activities.

#### ***CEQA Conclusion***

Prior to mitigation, this impact would be significant to the PCT, Whit Carter Park, Jane Reynolds Park/Webber Pool, Dr. Robert C. St. Clair Parkway, the Hammack Activity Center, Poncitlán Square, Legacy Commons, and La Paz. However, Mitigation Measures AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, and AVQ-MM#2 would be applied to bring these impacts to less than significant levels, except in the instances of the PCT and La Paz. AQ-MM#1 through AQ-MM#4 would reduce impacts on these resources by requiring emissions to be offset within the air quality districts. N&V-MM#1 and N&V-MM#2 would reduce impacts by requiring the contractor to prepare and implement a noise monitoring program, which would require that construction noise shall not exceed the FRA standards. AVQ-MM MM#1 and AVQ-MM MM#2 would reduce aesthetic impacts by minimizing the visual change of construction areas and reducing lighting impacts are on nearby light-sensitive receptors.

### **Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources**

The permanent acquisition of property from parks, recreation, and school play area resources could prevent the use of the remaining recreation resources at those properties. Depending on the size and location of the property acquisition, that acquisition could potentially reduce the capacity, function, and/or value of the resource.

#### ***CEQA Conclusion***

Prior to mitigation, this impact would be significant to the Whit Carter Park, and Dr. Robert C. St. Clair Parkway. However, Mitigation Measures PP-MM#1, PP-MM#2, PP-MM#3, and PP-MM#4 would be applied to bring these impacts to less than significant levels. PP-MM#1, PP-MM#3, and PP-MM#4 would reduce permanent impacts on these facilities by offering compensation or land, or both, for the taking of parkland.

### **Impact PK #4: Permanent Acquisition of Property from Publicly Owned Parks**

The permanent acquisition of land from a publicly owned park is an impact under the California Park Preservation Act that requires compensation or land, or both, to address the effects of that property acquisition.

#### ***CEQA Conclusion***

Prior to mitigation, this impact would be significant to the Whit Carter Park, and Dr. Robert C. St. Clair Parkway. However, mitigation would be applied to bring these impacts to less than significant levels. PP-MM#1, PP-MM#3, and PP-MM#4 would reduce permanent impacts on these facilities by offering compensation or land, or both, for the taking of parkland.

**Impact PK #5: Project Changes to Planned Parks and Recreation Resources**

If a planned recreational resource is not operational at the time of construction of the HSR, project plans may conflict or interfere with the implementation of the planned recreational facility. Conflicts between the proposed HSR facilities and a planned recreational resource could prevent the use of the planned resource or result in a diminished capacity, function, and/or value of the planned resource.

***CEQA Conclusion***

No planned parks or other recreational resources have been identified, thus there would be no impact.

**Impact PK #6: Project Changes to Park or Recreation Facility Use or Character**

The operation of the HSR facility in the long term could result in access (pedestrian and vehicle), noise, and/or visual impacts at recreation areas in a park or a school, and/or along a trail. The resource patrons could experience increased noise from HSR train operations and/or visual degradation of views to and from the park, recreation resource, or trail. These potential long-term impacts are described in Sections 3.2, Transportation; 3.4, Noise and Vibration; 3.11, Safety and Security; and 3.16, Aesthetics and Visual Quality, and Chapter 4, Draft Section 4(f) and 6(f) Evaluations. Potential impacts include views of permanent fencing around the HSR facility, views of the elevated HSR facility, views of trains, and access impacts as a result of project improvements. These permanent impacts could have the potential to result in changes in the character of the resource, or the functions and values of the resource.

***CEQA Conclusion***

Prior to mitigation, this impact would be significant to the PCT and La Paz. For the PCT, all B-P Build Alternatives would result in aesthetic impacts and intermittent noise impacts near the portion of the PCT that crosses the alignment, which could result in a diminished capacity to use the PCT resource for specific and defined recreational activities. Alternatives 1, 2, and 5 would also result in access impacts to a parking area serving PCT users and additional aesthetic impacts resulting from the three crossings of the alignment over the PCT. The visual prominence of the viaduct under the Alternatives would result in changes to the character of the facility and potential changes to the use of the resource. Though Mitigation Measures N&V-MM#3, AVQ-MM#3, and PCT-MM#1 would be applied, the impact would remain significant even after mitigation. N&V-MM#3 would require the installation of sound barriers to reduce noise impacts. AVQ-MM#3 would reduce visual impacts by adding design enhancements to the viaducts and columns to reduce the incompatibility of visual character and reduce the magnitude of overall impact. PCT-MM#1 would relocate the parking area to continue serving PCT users and would realign the PCT to reduce the number of crossings from three crossings to one crossing under Alternatives 1, 2, and 5. Reducing the number of crossings to a single crossing would result in the reduction of the number of views from the trail of the viaduct and trains crossing on the viaduct, thus reducing the aesthetic impact. PCT-MM#1 would reduce the contrasting urban appearance of the project with the natural environment near the PCT, but the project would remain highly visible near the crossing and could affect the experience of sensitive viewers. Therefore, even with mitigation, these noise and aesthetic impacts would result in a diminished capacity to use the PCT, and the impact would be significant and unavoidable.

For La Paz, this could result in changes in the character of this recreation resource and may reduce its value in the long term. Under the B-P Build Alternatives, the initial noise impact assessment found that La Paz would be significantly affected. However, with implementation of a sound barrier under N&V-MM#3, the noise effects would be reduced and no impact would occur on the La Paz resource. Under the CCNM Design Option, a sound barrier would be considered a project design feature, and therefore La Paz would not be affected. Also, visual impacts would occur because the HSR alignment and the CCNM Design Option would be visible from the La Paz facility. This would be a significant impact under CEQA. With implementation of AVQ-MM#3, design enhancements to the viaducts and columns would reduce the incompatibility of visual character by decreasing color contrast and reflection from the HSR structure, and it would reduce the magnitude of overall impact. Nonetheless, after implementation of mitigation measures, impacts on La Paz would remain significant and unavoidable under the CCNM Design

Option. However, a Refined CCNM Design Option has been developed that would be 0.53 mile (2,693 feet) to 0.73 mile (3,860 feet) from the boundary of La Paz. Although the setting outside of La Paz would be altered, the alteration would be minimal, distant, and low on the horizon, only visible from a few locations within the property, and would not make the setting any less isolated. The character of the park would not be altered and the Refined CCNM Design Option would reduce impacts at La Paz compared to the B-P Build Alternatives without the Refined CCNM Design Option. Although the Refined CCNM Design Option would be visible from a limited number of locations at La Paz, visual impacts to the La Paz facility would be avoided. Also, with the inclusion of the berm and soundwall as project features, audible effects would be avoided. The B-P Build Alternatives with the Refined CCNM Design Option would have less than significant impacts under CEQA.

### **3.15.7.3 Construction Measures**

#### **Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours**

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

Prior to Construction (any ground-disturbing activity impacting 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.

##### ***PC-MM#1: Temporary Use of Land from Park, Recreation, or School Play Areas During Construction***

- **Temporary Impact Areas**—During final design, the California High-Speed Rail Authority's (Authority) Project Engineer shall evaluate all proposed temporary impact areas in parks, recreation resources, and school play areas and shall identify opportunities to further reduce the sizes of those temporary impact areas. All temporary impact areas in parks, recreation resources, and school play areas shown on the project plans and specifications would specify that the Design-Build Contractor cannot increase the size of any of those areas without consultation with and approval by the Project Engineer.
- **Temporary Impact Areas**—The Authority would compensate for the temporary loss of parks, recreation resources, and school play areas caused by temporary impact areas during construction using one or more of the following methods: (1) providing substitute land for comparable recreational uses; or (2) providing financial compensation for the development of land suitable for comparable recreational uses; or (3) enhancing the unaffected land to ensure that the property retains equivalent usefulness. During final design, the Authority's Project Engineer shall consult with the affected jurisdictions and property owners to discuss the temporary impact areas needed for construction of the High-Speed Rail (HSR) project and to determine the appropriate level of compensation for the use of land from park, recreation, or school play areas for the temporary impact areas. The authority shall provide compensatory mitigation to fully mitigate the loss of recreational resources during project construction. It is anticipated that the compensation shall be payments for the temporary use of land from those resources for the period of time that land is used for temporary impact areas during project construction.
- **Access Restrictions at Temporary Impact Areas**—The Authority's Project Engineer shall require the Design-Build Contractor to fence and gate all land in parks, recreation facilities, and school play areas used for temporary impact areas. The temporary impact areas would be appropriately signed to restrict access to those areas by park and recreation resource patrons and users of school play areas. The Authority's Project Engineer would require the Design-Build Contractor to maintain the fencing throughout the time period each temporary impact area is used and to remove the fencing only after all construction activity in an area is completed, the temporary impact area is no longer needed, and the land is ready to be returned to the property owner.

- **Signing of Fenced Temporary Impact Areas**—The Authority’s Project Engineer shall require the Design-Build Contractor to provide signing at each temporary impact area explaining why the area is fenced and access to the temporary impact area is restricted, the anticipated completion date of the use of the land for the temporary impact area, and contact information (for both the Authority’s Project Engineer and the Design-Build Contractor) for the public to solicit further information regarding the temporary impact area and the project.
- **Modifications to Recreation Uses**—In the event a temporary impact area requires the temporary use of land at a park, recreation resource, or school play area, and it is determined that the loss will be compensated for by providing replacement uses, the Authority’s Project Engineer shall consult with the property owner/operator (1) on whether the property owner/operator wants those recreation uses replaced temporarily or permanently elsewhere on the property, and (2) if temporary or permanent replacement of those recreation uses is desired, on modifications that could be made to the remaining recreation area on the property to temporarily or permanently replace the recreation uses displaced by the temporary impact area. Any modifications to recreation areas outside the limits of a temporary impact area would be constructed/implemented prior to fencing and use of the temporary impact area.

### **Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts**

Mitigation measures provided in other sections of this EIR/EIS that address potential temporary effects on park, recreation, and school play areas are as follows:

- **Subsection 3.4.7**—Mitigation measures addressing temporary noise effects.
- **Subsection 3.16.7**—Mitigation measures addressing the visual effects of construction areas and project features.

### **Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources**

#### ***PP-MM#1: Permanent Acquisition of Property from Publicly Owned Parks Under the California Park Preservation Act***

Per Public Resources Code Division 5, Chapter 2.5, Section 5401 of the California Park Preservation Act, the Authority would provide compensation or land, or both, for all permanent acquisitions of property for HSR improvements from publicly owned parks, consistent with the requirements of the California Park Preservation Act of 1971. The California Park Preservation Act requires that the compensation or land, or both, for the taking of the park land and facilities be equal to one of the following:

- The cost of acquiring substitute park land of comparable characteristics, substantially equal size, and condition
- Substitute park land of comparable characteristics, substantially equal size, and condition
- Any combination of substitute park land and compensation in an amount sufficient to provide substitute park land of comparable characteristics, substantially equal size, and condition

During the right-of-way acquisition process, the Authority would consult with the public agency with jurisdiction over any publicly owned park from which the Authority requires permanent acquisition of property regarding the specific conditions of acquisition and compensation for, or replacement or enhancement of, other park property for the land that would be acquired.

#### ***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 after construction. If a proposed linear park closure restricts connectivity, the Contractor will provide permanent multimodal access using existing roadways or other public rights of way. The technical memoranda shall be submitted to the Authority for review and approval.

**Impact PK #4: Permanent Acquisition of Property from Publicly Owned Parks*****PP-MM#1: Permanent Acquisition of Property from Publicly Owned Parks Under the California Park Preservation Act***

As stated above, the California Park Preservation Act requires that the compensation or land, or both, for the taking of the park land and facilities be equal to one of the following:

- The cost of acquiring substitute park land of comparable characteristics, substantially equal size, and condition
- Substitute park land of comparable characteristics, substantially equal size, and condition
- Any combination of substitute park land and compensation in an amount sufficient to provide substitute park land of comparable characteristics, substantially equal size, and condition

***PP-MM#2: Permanent Easement from Parks, Recreation Resources, and/or Trails***

If a permanent easement (for the facility and facility maintenance access) is required across a park, recreation resource, and/or trail, the Authority would compensate for the loss of the park, recreation resource, and/or trail in accordance with PP-MM #1. The Authority would consult with the property owner from which the Authority requires that permanent easement of property regarding the specific conditions of acquisition, use of, and compensation for, or replacement or enhancement of, the park or recreation resource within the permanent easement area.

***PP-MM#3: Permanent Changes to Access to Parks and/or Recreation Resources***

If permanent changes to vehicular, bicycle, or pedestrian access to a park or recreation resource is required, the Authority would ensure that connections to the unaffected park portions or nearby roadways are maintained. If a proposed closure restricts connectivity to a park or recreation resource, the Authority would provide alternative access to ensure the park or recreation resource remains accessible. The Authority would consult with the property owner regarding the specific conditions of the changes to access and compensation for, or replacement or enhancement of, the access driveways or parking areas at the recreation resource.

***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 after construction. If a proposed linear park closure restricts connectivity, the Contractor will provide permanent multimodal access using existing roadways or other public rights-of-way. The technical memoranda shall be submitted to the Authority for review and approval.

**Impact PK #5: Project Changes to Planned Parks and Recreation Resources*****PP-MM#4: Permanent Acquisition of Property from Land Planned for Recreational Uses***

For planned recreation resources, final design of the B-P Build Alternatives would continue to minimize right-of-way impacts at planned parks and recreational resources. If planned parks or recreational resources cannot be relocated or realigned, the Authority would compensate for the loss of the land in accordance with PP-MM #1. The Authority would continue to work with the relevant jurisdictions on the establishment of appropriate compensation and relocation/realignment of a resource or additional property to accommodate the displaced planned park and recreational uses as a result the HSR project. Mitigation may include preparing a plan for designing planned recreation uses to be consistent with the HSR facility.

### 3.15.7.4 Operations Measures

#### Impact PK #6: Project Changes to Park or Recreation Facility Use or Character

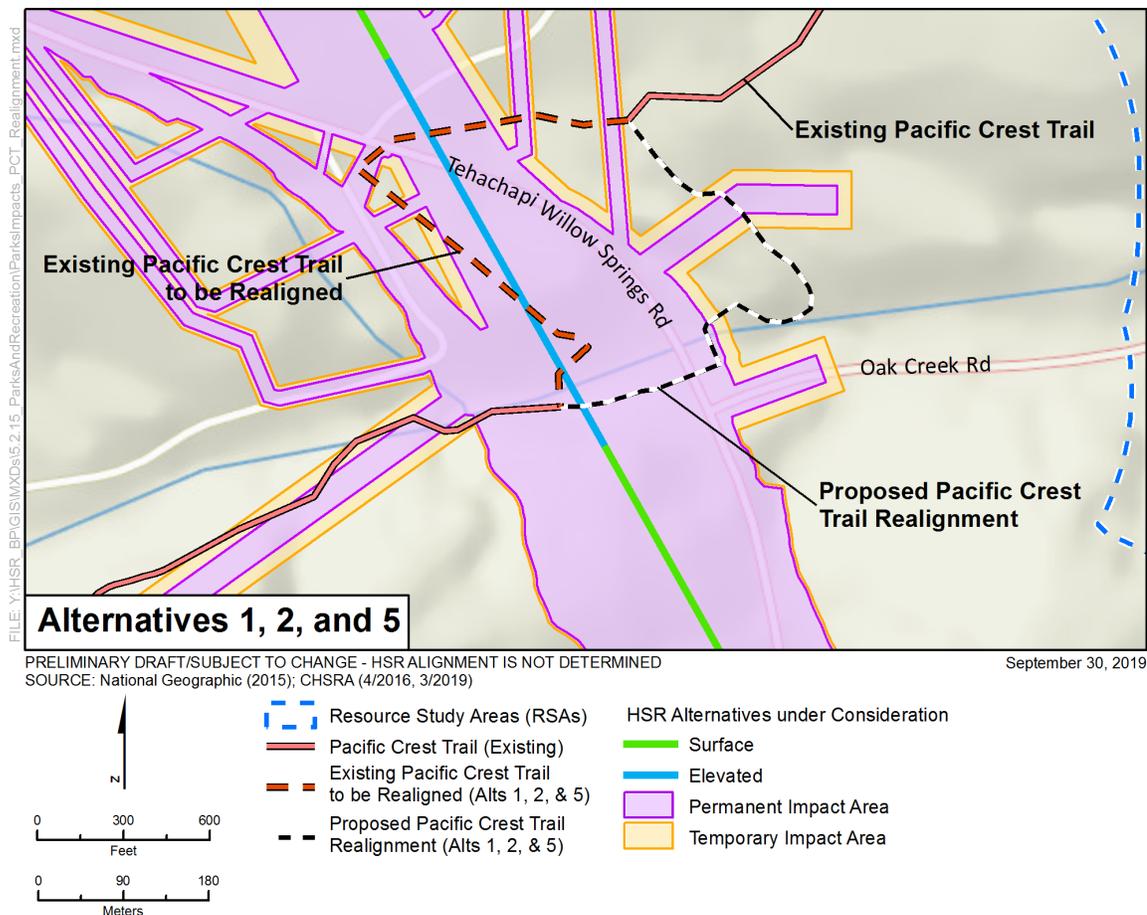
Mitigation measures provided in other sections of this EIR/EIS that address potential operations effects on park, recreation, and school play areas resources are as follows:

- **Subsection 3.4.8**—Mitigation measures addressing long-term noise effects.

### 3.15.7.5 Pacific Crest Trail Measures

#### PCT-MM#1: Temporary and Permanent Effects on the Pacific Crest Trail

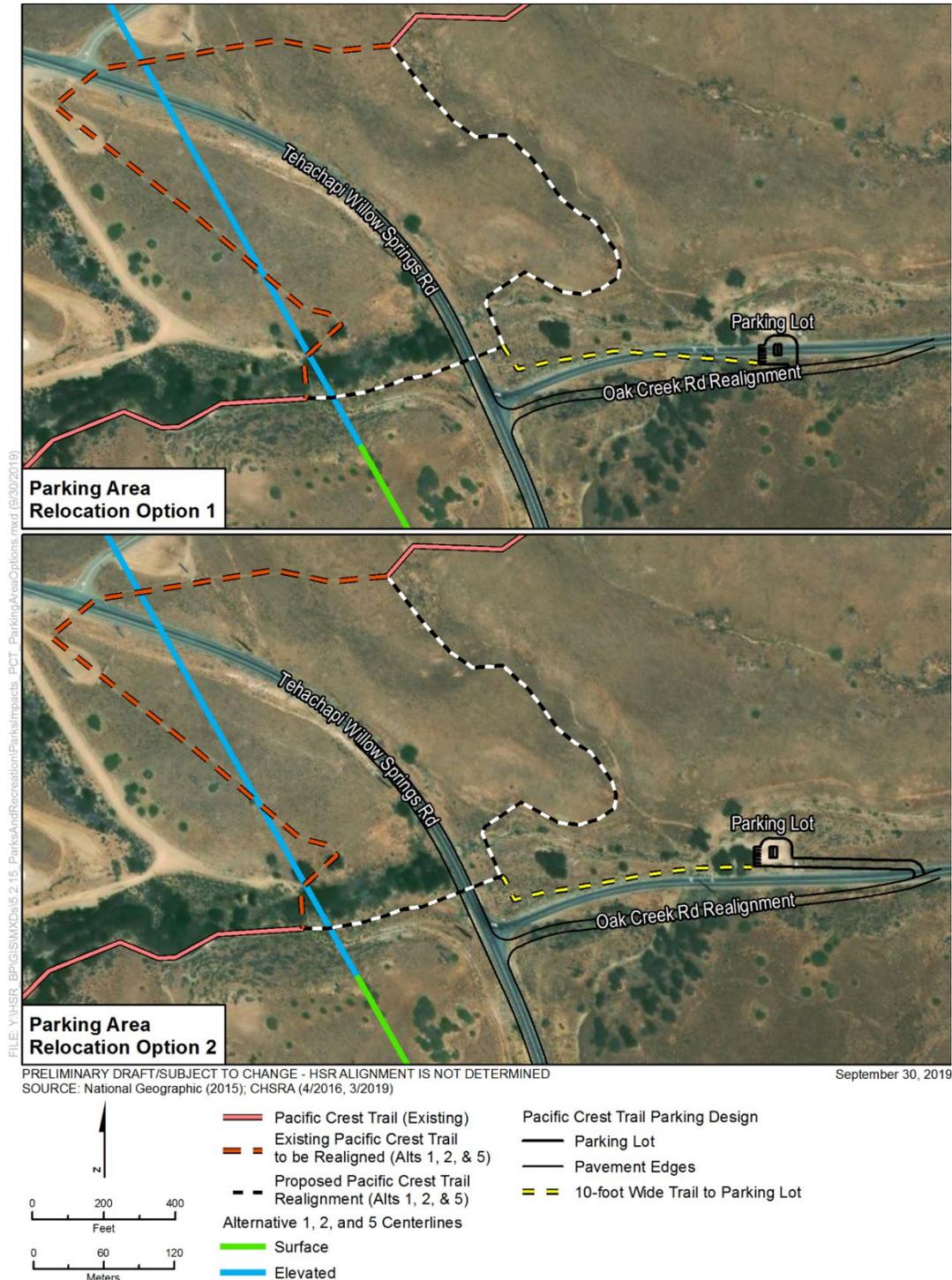
- The Authority would continue to work with the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), and Pacific Crest Trail Association to advance the final design through a collaborative, context-sensitive solutions approach. Participants in the consultation process would meet on a regular basis to develop a consensus on the urban design elements to be incorporated into the final guideway design. The process would include activities to solicit community input in the affected trail segment.
- The Authority would realign approximately 845 linear feet of the 2,650-mile-long trail west of the proposed viaduct to allow the trail to cross under the bridge structure at one location under Alternatives 1, 2, and 5. This proposed realignment is based on consultation to date with the USFS, the BLM, and the Pacific Crest Trail Association and is shown on Figure 3.15-4, Proposed Pacific Crest Trail Realignment.



**Figure 3.15-4 Proposed Pacific Crest Trail Realignment\***

\* Still undergoing agency consultation.

- The Authority would relocate the parking area approximately 750 feet west of the intersection of Oak Creek Road and Tehachapi Willow Springs Road to continue serving PCT users. This proposed relocation is based on consultation to date with the USFS, the BLM, and the Pacific Crest Trail Association. The two options for the relocation of the parking area are shown in Figure 3.15-5, Proposed Pacific Crest Trail Parking Area Relocation Options.



**Figure 3.15-5 Proposed Pacific Crest Trail Parking Area Relocation Options**

- Use construction Best Management Practices to control dust and noise (Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration) during construction.
- Where exposed to trail users, screen stockpiled material and construction excavations through the use of temporary construction barriers and other screens. Restore areas affected by construction to preconstruction conditions immediately after construction. Use native plant materials for revegetation where appropriate.
- During construction, the Design-Build Contractor would monitor construction noise to verify compliance with the established FRA construction noise limits. The Contractor would be given the flexibility to meet the FRA construction noise limits in the most efficient and cost-effective manner. Compliance with these limits can be accomplished by either prohibiting certain noise-generating activities during nighttime hours or providing additional noise-control measures to meet the noise limits. The following noise control mitigation measures would be implemented as necessary for nighttime and daytime construction:
  - Install a temporary construction site sound barrier near a noise source.
  - Locate stationary construction equipment as far as possible from noise-sensitive sites.
  - Use low-noise-emission equipment.
  - Implement noise-deadening measures for truck loading and operations.
  - Monitor and maintain equipment to meet noise limits.
  - Line or cover storage bins, conveyors, and chutes with sound-deadening material.
  - Use acoustic enclosures, shields, or shrouds for equipment and facilities.
  - Use high-grade engine exhaust silencers and engine-casing sound insulation.
  - Minimize the use of generators to power equipment.
  - Limit the use of public address systems.
  - Grade surface irregularities on construction sites.
  - Use moveable sound barriers at the source of the construction activity.
  - Limit or avoid certain noisy activities during nighttime hours.
  - To mitigate noise related to pile driving, the use of an auger to install the piles instead of a pile driver would reduce noise levels substantially. If pile driving is necessary, limit the time of day that the activity can occur.
  - In the procurement of a HSR vehicle technology, the Authority would require bidders to meet the federal regulations (40 Code of Federal Regulations 201.12/13) at the time of procurement for locomotives (currently a 90-decibel standard) for cars operating at speeds greater than 45 miles per hour.
- Coordinate with the private property owner, the USFS, and the BLM regarding compensation for the maintenance easement to access the HSR facility and the areas under the viaduct during operation of the HSR project.
- Work with the USFS and the BLM to prepare final design documents that minimize the visual impacts of the HSR future alignment on the Pacific Crest Trail users. This could include landscaping or other acceptable design features.
- Use sound-attenuating measures along the guideway to minimize noise during operation of the HSR project.
- Make the area under the viaduct accessible for equestrian use during operation of the HSR project.

- Include a passive warning sign at approximately 1,300 feet or further from the alignment warning of an upcoming train crossing and an active warning sign at 60+ feet of the alignment warning the trail users of an upcoming train crossing and the approximate time for the crossing (number of minutes).

### ***PCT-MM#2: Temporary Trail Closures and Detours on the Pacific Crest Trail***

- The trail shall remain open to hikers and equestrian users during construction by providing detours to maintain connectivity if construction requires temporary closures with collaboration between the USFS, BLM, and Authority. Provide clear signage and direction for alternative access routes and access points, and coordinate with local groups and jurisdictions using a variety of media to communicate the construction schedule and anticipated closures and detours.
  - During final design, the Authority's project engineer would require the design-build contractor to develop a Trail Facilities Plan addressing the short-term project impacts on the segment of the PCT within the construction limits of the project. That plan would address:
    - Identification of trail segments that would be closed temporarily and detoured during construction
    - Preparing a public awareness and notification plan
    - Temporarily closing trails during construction
    - Developing and implementing detours for the temporarily closed trail segment
    - Phasing of temporary trail closures to allow for effective detours to maintain connectivity of the facility around the construction areas
    - Coordinating the trail closures and detours with the USFS and BLM
    - Criteria for identifying detour routes and facilities
    - Information signing for closures and detours
    - Maintaining signing for closures and detours throughout the closure period and replacing lost or damaged signing
    - Restoring trail segments to their original or better condition at the completion of project construction
  - Prior to any temporary closures of the PCT, the Authority's project engineer would require the design-build contractor to coordinate with the USFS and BLM directors, or their representatives, to review the location of and need for each temporary trail closure. The Authority's project engineer would require the design-build contractor to develop detours for each closure in consultation with the USFS and BLM directors or their representatives. Prior to and during construction activities that would require the temporary closure of the trail, the Authority's project engineer would require the design-build contractor to comply with and implement the procedures in the Trail Facilities Plan, described above, for the affected PCT segment.
  - Signing for Trail Detours and Closures. The Authority's project engineer would require the design-build contractor to develop detour signs, in consultation with the USFS and BLM, notifying trail users of the upcoming temporary facility closure and directing the trail users to the temporary detour routes with estimated time frames. Appropriate directional and informational signage would be provided by the project design-build contractor prior to each closure and far enough in advance of the closure so trail users would not have to backtrack to get to the detour routes.
  - Contact Information at Trail Detours. The Authority's project engineer would require the design-build contractor to provide detour signing that includes contact information for the Authority's project engineer and the design-build contractor, and that informs trail users to contact the project engineer and/or the design-build contractor with questions or concerns regarding upcoming or active temporary trail closures.

- Restoration of Impacted Trail Segments. The Authority’s project engineer would require the design-build contractor to return trail segments closed temporarily during construction to their original, or better, condition after completion of construction, prior to their return to the control of the USFS and BLM. After project construction, the Authority’s project engineer would require the design-build contractor to document that access to and connectivity of the affected trails were restored.
- Compliance with the Trails Facilities Plan. Compliance with the Trails Facilities Plan would be documented in the environmental commitments record with text, photographs, maps, and correspondence, as appropriate.

### **3.15.7.6 Impacts from Implementing Mitigation Measures**

PC-MM#1 sets conditions for the use of land from park, recreation, and school play areas for temporary impact areas during construction of the B-P Build Alternatives. Those conditions would affect only areas within or immediately adjacent to the temporary impact areas and only temporarily during construction. Those conditions are not anticipated to result in direct or indirect physical effects under CEQA and NEPA beyond those already described earlier in this section.

PP-MM#1 requires compensation (financial) and/or land for property permanently acquired for the HSR improvements from publicly owned parks consistent with the requirements of the California Parks Preservation Act. The specific compensation and/or land provided would be determined based on negotiations with the agency that owns the affected park property. Potential effects of the provided compensation and/or land would depend on the affected land/uses and how/where the affected land/uses could be replaced or other uses enhanced at the affected park, another park owned by that agency, or a new park anticipated to be owned by that agency. Any future development will undergo proper environmental review and potential environmental impacts would be analyzed under appropriate and relevant statutes and guidelines.

PP-MM#2 requires compensation (financial) and/or land for permanent easements for the HSR improvements from parks, recreation resources, and/or trails. The specific compensation and/or land provided would be determined based on negotiations with the agency that owns the affected park property. Any future development will undergo proper environmental review and potential environmental impacts would be analyzed under appropriate and relevant statutes and guidelines.

PP-MM#3 requires coordinated planning with applicable jurisdictions for planned recreation areas and/or resources that would experience permanent changes to vehicular, bicycle, and/or pedestrian access at a recreational resource as a result of the HSR improvements. The specific planning and/or coordination would be determined based on negotiations with the agency of the affected planned recreation resource. Potential effects of the coordination and/or planning would depend on the affected land/uses and how/where the affected land/uses could be replaced or other uses enhanced at the affected planned recreation resource, other existing recreation facilities owned by that agency, or a new park or recreation facility anticipated to be owned by that agency. Any future development will undergo proper environmental review and potential environmental impacts would be analyzed under appropriate and relevant statutes and guidelines.

PP-MM#4 requires coordinated planning with applicable jurisdictions for planned recreation areas and/or resources that would be permanently acquired for the HSR improvements. The specific planning and/or coordination would be determined based on negotiations with the agency of the affected planned recreation resource. Potential effects of the coordination and/or concurrent planning would depend on the affected land/uses and how/where the affected land/uses could be replaced or other uses enhanced at the affected planned recreation resource, other existing recreation facilities owned by that agency, or a new park or recreation facility anticipated to be owned by that agency. Any future development will undergo proper environmental review and potential environmental impacts would be analyzed under appropriate and relevant statutes and guidelines.

PCT-MM#1 requires the realignment of a portion of the PCT west of the proposed viaduct and the relocation of the parking area on Oak Creek Road under Alternatives 1, 2, and 5. These changes may require vegetation removal, including the potential removal of two large oak trees adjacent to

the proposed parking area. The realignment would also represent a permanent change to the trail as a result of construction. The Authority, in consultation with the USFS and the BLM, would be required to obtain a new easement from the private property owner for the trail realignment. These changes are not anticipated to result in any additional impacts under CEQA and NEPA because the realigned PCT and relocated parking area would impact similar types of native vegetation as the B-P Build Alternatives in this area. PCT-MM#1 also sets conditions specifically for the treatment of the PCT during construction and operation of the HSR project. The actions in this measure include coordination with the private property owner, the USFS, and the BLM for the segment of the PCT that is crossed by the HSR facility, construction specifications, and adherence to best management practices during construction. These conditions are not anticipated to result in direct or indirect physical effects under CEQA and NEPA beyond those already described earlier in this section.

PCT-MM#2 sets conditions specifically for temporary closures and detours of the PCT during construction of the HSR project. The actions in this measure include coordination with the private property owner, the USFS, and the BLM for the segment of the PCT that is temporarily closed and detoured around construction areas. These conditions are not anticipated to result in direct or indirect physical effects under CEQA and NEPA beyond those already described earlier in this section.

### **3.15.8 NEPA Impact Summary**

This section summarizes the project construction and operations impacts identified earlier in Subsection 3.15.6, Environmental Consequences. Under NEPA, project effects are evaluated based on the criteria of context and duration.

The No Project Alternative would not include the construction of any improvements associated with the B-P Build Alternatives and, therefore, would not result in temporary construction impacts on or the physical alteration of any parks, recreation, or school play area resources.

The development of the HSR system would result in impacts on parks, recreation facilities, and open-space resources primarily associated with displaced park use during construction, acquisition of park property for HSR right-of-way, and some noise impacts during operations (specifically to the PCT under Alternative 3). Mitigation measures were identified to reduce these impacts.

The B-P Build Alternatives for the Bakersfield to Palmdale Project Section would incorporate IAMFs that would reduce impacts on parks and recreational facilities. These IAMFs would include design features to provide access to parks and recreational facilities for a range of travel modes (e.g., bicycle, pedestrian, vehicle) and to preserve user experience of recreational facilities in proximity to HSR infrastructure. IAMFs specific to transportation, noise, and air quality would also minimize indirect impacts on park facilities related to park access, construction-related noise, and fugitive dust. These IAMFs would minimize most impacts on park and recreation facilities.

The effects of the B-P Build Alternatives under NEPA are summarized in Table 3.15-6, which provides a comparison of impacts among Alternatives 1, 2, 3, and 5 and the CCNM Design Option and describes the impacts under NEPA. As described in Subsection 3.15.6, effects on parks, recreation, and school play areas greater than 300 feet from the project footprint for a B-P Build Alternative are expected to be sufficiently remote to be unaffected by most construction activities and would experience no effect under NEPA. Therefore, they are not listed in this table.

**Table 3.15-6 Comparison of Bakersfield to Palmdale Project Section Build Alternative Impacts for Parks and Recreation Resources**

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
<b>Construction</b>				
<b>Construction Impacts at the PCT</b>				
PK-1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours	The PCT would cross under a viaduct. One or more temporary impact areas needed during construction of the viaduct would require temporary closure and a temporary detour of one or more segments of the PCT. Temporary closures and detours would last approximately 10 months to 1 year.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
PK-2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
PK-3: Permanent Acquisition of Property from Parks, Recreation, and School Play Area Resources	The Authority would be required to obtain a permanent maintenance easement from the private property owner for access to the viaduct structure.	Same as Alternative 1.	The Authority would be required to obtain a permanent maintenance easement from the private property owner for access to the viaduct structure.	Same as Alternative 1.
<b>Construction Impacts at Whit Carter Park</b>				
Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours	None.	Same as Alternative 1.	Same as Alternative 1.	Alternative 5 would require an approximately 1.5-acre temporary impact area in the park during construction.
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #3: Permanent Partial Acquisition of Property from Park, Recreation, and School Play Area Resources	None.	None.	None.	Alternative 5 would require the permanent acquisition of approximately 6.9 acres of land from the park.

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
Impact PK #4: Property Acquisition of Property from Publicly Owned Parks	None.	None.	None.	Alternative 5 would require the permanent acquisition of approximately 6.9 acres of land from the park.
<b>Construction Impacts at Jane Reynolds Park/Webber Pool</b>				
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Potential short-term impacts would be mitigated.
<b>Construction Impacts at R. Rex Parris High School</b>				
Impact PK #3: Permanent Partial Acquisition of Property from Park, Recreation, and School Play Area Resources	All B-P Build Alternatives would require the permanent acquisition of approximately 4.6 acres from the school, including all the recreation areas, resulting in a full acquisition of this property.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Construction Impacts at Dr. Robert C. St. Clair Parkway</b>				
Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours	A temporary construction area would be needed along the eastern part of the parkway during construction of the footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #3: Permanent Partial Acquisition of Property from Parks, Recreation, and School Play Area Resources	All B-P Build Alternatives would require the permanent acquisition of land from the parkway for the footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
Impact PK #4: Property Acquisition of Property from Publicly Owned Parks	All B-P Build Alternatives would require the permanent acquisition of land from the parkway for the footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Construction Impacts at Hammack Activity Center</b>				
Impact PK #1: Temporary Impact Areas, Temporary Facility Closures, or Temporary Detours	Construction activities on Avenue Q-6 E would potentially temporarily restrict access to the parking areas at the activity center.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Construction Impacts at Poncitlán Square</b>				
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Construction Impacts at Legacy Commons</b>				
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	Potential short-term impacts would be mitigated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Construction Impacts at La Paz</b>				
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts	The alignment would be approximately 400 feet from the facility. This would introduce temporary air quality, noise, as well as permanent visual impacts related to construction.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #2: Temporary Access, Air Quality, Noise, and Visual Impacts (with the CCNM Design Option and the Refined CCNM Design Option)	With the CCNM Design Option, the alignment would be 850 feet from the facility. This would introduce temporary air quality and noise impacts, as well as permanent visual impacts, related to construction. With the Refined CCNM Design Option, the alignment would be 2,693 to 3,860 feet from the facility. This would still introduce temporary air quality and noise impacts, as well as minimal permanent visual changes, related to construction.			

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
<b>Operations</b>				
<b>Operations Impacts at the Pacific Crest Trail</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	Trail users would have views of the viaduct and trains crossing on the viaduct from the trail. There would be access impacts to a parking area used by trail hikers. Noise from passing trains would be perceptible to trail users.	Same as Alternative 1.	Trail users would have views of the viaduct and trains crossing on the viaduct from the trail. Noise from passing trains would be perceptible to trail users.	Same as Alternative 1.
<b>Operations Impacts at Whit Carter Park</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	The completed HSR improvements would be similar to the existing conditions along Sierra Highway and the nearby Union Pacific Railroad. Users of the play areas would experience noise and visual impacts similar to existing conditions at those recreation areas.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Operations Impacts at Jane Reynolds Park/Webber Pool</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	The completed road improvements would be similar to the existing conditions along Avenue J.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
<b>Operations Impacts at Dr. Robert C. St. Clair Parkway</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	Parkway users would experience noise and air quality impacts similar to existing conditions along the eastern boundary (Sierra Highway) and western boundary (rail corridor) of the parkway. All B-P Build Alternatives would alter views for recreational users within the parkway but would not degrade the visual quality of the surrounding area, which has limited aesthetic value due to its location between existing transportation uses.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Operations Impacts at Hammack Activity Center</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	The completed road improvements along Avenue Q-6 E and the noise, air quality, and visual impacts at the outdoor hockey rinks would be similar to existing conditions.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Operations Impacts at Poncitlán Square</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	The completed road improvements would be similar to the existing conditions along 9th Street E and E Palmdale Boulevard.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
<b>Operations Impacts at Legacy Commons</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	The completed road improvements would be similar to the existing conditions along 10th Street E and E Palmdale Boulevard.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impact	Alternative 1	Alternative 2	Alternative 3	Alternative 5
<b>Operations Impacts at La Paz</b>				
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character	Visual impacts from the prominence of the B-P Build Alternatives from La Paz would degrade the visual quality of the surrounding area.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK #6: Project Changes to Park or Recreation Facility Use or Character (with CCNM Design Option and Refined CCNM Design Option)	Visual impacts from the prominence of the B-P Build Alternatives with the CCNM Design Option near La Paz would degrade the visual quality of the surrounding area. However, the Refined CCNM Design Option would reduce the visibility of the alignment and viaduct to a minimum because the HSR structure would mostly be blocked or too far away to be substantially visible. Under the Refined CCNM Design Option, no change in the La Paz facility use or character would occur.			

Source: California High-Speed Rail Authority, 2017  
 Impacts presented in this table are the same with or without the CCNM Design Option.  
 Authority = California High-Speed Rail Authority  
 B-P = Bakersfield to Palmdale Project Section  
 CCNM = César E. Chávez National Monument  
 HSR = high-speed rail  
 La Paz = Nuestra Señora Reina de La Paz/César E. Chávez National Monument  
 PCT = Pacific Crest Trail

### 3.15.9 CEQA Significance Conclusions

The effects of the B-P Build Alternatives under CEQA and the level of significance of those impacts after mitigation are summarized in Table 3.15-7 based on the impacts identified in Subsection 3.15.6, Environmental Consequences. Where impacts cannot be avoided, measures to reduce those impacts are listed in the table and the level of significance of those impacts under CEQA, after mitigation, is provided. Parks, recreation facilities, and school play area resources greater than 300 feet from the project footprint for a B-P Build Alternative would not be impacted under CEQA and are not listed in the table.

**Table 3.15-7 Summary of CEQA Significance Conclusions and Mitigation Measures for Parks and Recreation Resources**

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Construction</b>			
<b>Construction Impacts at the Pacific Crest Trail</b>			
Impact PK #1: Pacific Crest Trail Alternatives 1, 2, 3, and 5: One or more temporary impact areas needed during the construction of the viaduct would require temporary closure and a temporary detour of one or more segments of the Pacific Crest Trail.	Significant	PCT-MM#1, PCT-MM#2 These measures would mitigate temporary and permanent effects on the PCT by supporting collaboration during a consultation process and would mitigate temporary trail closures and detours on the PCT by the development and implementation of a Trail Facilities Plan.	Less than Significant
Impact PK #2: Pacific Crest Trail Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
Impact PK #3: Pacific Crest Trail Alternatives 1, 2, and 5: The Authority would be required to obtain a permanent maintenance easement from the private property owner for access to the viaduct structure.	Less than Significant	None required	Less than Significant
Impact PK #3: Pacific Crest Trail Alternative 3: The Authority would be required to obtain a permanent maintenance easement from the private property owner for access to the viaduct structure.	Less than Significant	None required	Less than Significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Construction Impacts at Whit Carter Park</b>			
<p>Impact PK #1: Whit Carter Park Alternative 5: Alternative 5 would require an approximately 1.5-acre temporary impact area in the park during construction.</p>	Significant	<p>PC-MM#1 This measure would enforce access restrictions at temporary impact areas, provide signing of fenced temporary impact areas, would determine whether modifications to recreation uses are needed, and would ensure compensation for the temporary use of the recreational resource.</p>	Less than Significant
<p>Impact PK #2: Whit Carter Park Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.</p>	Significant	<p>AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, AVQ-MM#2 These measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.</p>	Less than Significant
<p>Impact PK #3 and Impact PK #4: Whit Carter Park Alternative 5: Alternative 5 would require the permanent acquisition of approximately 6.9 acres of land from the park.</p>	Significant	<p>PP-MM#1, PP-MM#3, PP-MM#4 These measures would mitigate the permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland; would mitigate permanent changes to access by consulting with the property owner regarding specific conditions of the changes to access; and would mitigate permanent acquisition of planned recreational use by working with relevant jurisdictions to establish appropriate compensation and relocation/realignment of a resource.</p>	Less than Significant
<b>Construction Impacts at Jane Reynolds Park/Webber Pool</b>			
<p>Impact PK #2: Jane Reynolds Park/Webber Pool Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.</p>	Significant	<p>AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&amp;V-MM#1, N&amp;V-MM#2, AVQ-MM#1, AVQ-MM#2 These measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.</p>	Less than Significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Construction Impacts at R. Rex Parris High School</b>			
Impact PK #3: R. Rex Parris High School Alternatives 1, 2, 3, and 5: All B-P Build Alternatives would require the permanent acquisition of approximately 4.6 acres from the school, including all the recreation areas.	Significant	PP-MM#1 This measure would mitigate permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland.	Less than Significant
<b>Construction Impacts at Dr. Robert C. St. Clair Parkway</b>			
Impact PK #1: Dr. Robert C. St. Clair Parkway Alternatives 1, 2, 3, and 5: A temporary impact area would be needed along the eastern part of the parkway during construction of the footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway.	Significant	PC-MM#1 This measure would enforce access restrictions at temporary impact areas, provide signing of fenced temporary impact areas, determine whether modifications to recreation uses are needed and ensure compensation for the temporary use of the recreational resource.	Less than Significant
Impact PK #2: Dr. Robert C. St. Clair Parkway Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These mitigation measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
Impact PK #3 and Impact PK #4: Dr. Robert C. St. Clair Parkway Alternatives 1, 2, 3, and 5: All B-P Build Alternatives would require the permanent acquisition of land from the parkway for footings for pedestrian overcrossings that connect the Palmdale Station to Sierra Highway.	Significant	PP-MM#1 This measure would mitigate permanent acquisition of park property by offering compensation or land, or both, for the taking of parkland.	Less than Significant
<b>Construction Impacts at Hammack Activity Center</b>			
Impact PK #1: Hammack Activity Center Alternatives 1, 2, 3, and 5: Construction activities on Avenue Q-6 E would potentially temporarily restrict access to the parking areas at the activity center.	Significant	PC-MM#1 This measure would enforce access restrictions at temporary impact areas, provide signing of fenced temporary impact areas, determine whether modifications to recreation uses are needed, and ensure compensation for the temporary use of the recreational resource.	Less than Significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
Impact PK #2: Hammack Activity Center Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These mitigation measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
<b>Construction Impacts at Poncitlán Square</b>			
Impact PK #2: Poncitlán Square Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These mitigation measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
<b>Construction Impacts at Legacy Commons</b>			
Impact PK #2: Legacy Commons Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These mitigation measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
<b>Construction Impacts at La Paz</b>			
Impact PK #2: La Paz Alternatives 1, 2, 3, and 5: Short-term impacts related to access, air quality, noise, and views during construction.	Significant	AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, AVQ-MM#1, AVQ-MM#2 These mitigation measures would mitigate short-term impacts related to air quality, noise, and visual impacts by implementing construction measures to reduce short-term impacts.	Less than Significant
<b>Operations</b>			
<b>Operations Impacts at the Pacific Crest Trail</b>			
Impact PK #6: Pacific Crest Trail Alternatives 1, 2, and 5: Trail users would have views of the viaduct and trains crossing on the viaduct from the trail. Access impacts to a parking area used by PCT hikers. Noise from passing trains would be perceptible to trail users.	Significant	PCT-MM#1, N&V-MM#3, AVQ-MM#3	Significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<p>Impact PK #6: Pacific Crest Trail Alternative 3: Trail users would have views of the viaduct and trains crossing on the viaduct from the trail. Noise from passing trains would be perceptible to trail users.</p>	Significant	N&V-MM#3, AVQ-MM#3	Significant
<b>Operations Impacts at Whit Carter Park</b>			
<p>Impact PK #6: Whit Carter Park Alternatives 1, 2, 3, and 5: The completed road improvements would be similar to the existing conditions along Sierra Highway and the nearby Union Pacific Railroad, and users of the play areas would experience noise and visual impacts similar to existing conditions at those recreation areas.</p>	Less than Significant	N&V-MM#3, AVQ-MM#3	Less than Significant
<b>Operations Impacts at Jane Reynolds Park/Webber Pool</b>			
<p>Impact PK #6: Jane Reynolds Park/Webber Pool Alternatives 1, 2, 3, and 5: The completed road improvements would be similar to the existing conditions along Avenue J.</p>	Less than Significant	None required	Less than Significant
<b>Operations Impacts at the Dr. Robert C. St. Clair Parkway</b>			
<p>Impact PK #6: Dr. Robert C. St. Clair Parkway Alternatives 1, 2, 3, and 5: Parkway users would experience noise and air quality impacts similar to existing conditions along the eastern boundary (Sierra Highway) and western boundary (rail corridor) of the parkway. All B-P Build Alternatives would alter views for recreational users within the parkway, but would not degrade the visual quality of the surrounding area, which has limited aesthetic value due to its location between existing transportation uses.</p>	Less than Significant	None required	Less than Significant
<b>Operations Impacts at Hammack Activity Center</b>			
<p>Impact PK #6: Hammack Activity Center Alternatives 1, 2, 3, and 5: The completed road improvements along Avenue Q-6 E and the noise, air quality, and visual impacts at the outdoor hockey rinks would be similar to existing conditions.</p>	Less than Significant	None required	Less than Significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Operations Impacts at Poncitlán Square</b>			
Impact PK #6: Poncitlán Square Alternatives 1, 2, 3, and 5: The completed road improvements would be similar to the existing conditions along 9th Street E and E Palmdale Boulevard.	Less than Significant	None required	Less than Significant
<b>Operations Impacts at Legacy Commons</b>			
Impact PK #6: Legacy Commons Alternatives 1, 2, 3, and 5: The completed road improvements would be similar to the existing conditions along 10th Street E and E Palmdale Boulevard.	Less than Significant	None required	Less than Significant
<b>Operations Impacts at La Paz</b>			
Impact PK #6: La Paz Alternatives 1, 2, 3, and 5 (and CCNM Design Option): Park users would have views of the HSR alignment and the CCNM Design Option from the park facility. The HSR alignment would be visually prominent, especially from viewpoints in the northeast corner of the park facility.	Significant	AVQ-MM#3 This mitigation measure would reduce the incompatibility of visual character by decreasing color contrast and reflection from the HSR structure and would reduce the magnitude of the overall impact. N&V-MM#3 (Alternatives 1, 2, 3, and 5 only) The mitigation measure would reduce the noise effects and no impact would occur on the La Paz resource.	Significant
Impact PK #6: La Paz Alternatives 1, 2, 3, and 5 (with the Refined CCNM Design Option): Park users would have limited views of the HSR alignment and the Refined CCNM Design Option. The HSR alignment would mostly be blocked or too far away to be substantially visible.	Less than Significant	None required	Less than Significant

Source: California High-Speed Rail Authority, 2017

CEQA significance determinations apply to all B-P Build Alternatives, including the CCNM Design Option.

Authority = California High-Speed Rail Authority

B-P = Bakersfield to Palmdale Project Section

CCNM = César E. Chávez National Monument

CEQA = California Environmental Quality Act

La Paz = Nuestra Señora Reina de La Paz/César E. Chávez National Monument

HSR = high-speed rail

PCT = Pacific Crest Trail